THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

FEBRUARY 1953 VOL. XXIX NUMBER TWO SCHOOL YEAR 1952-1953

CONTENTS

ARCHITECTURE

JANUARY 29, 1953

ENTRANCE HALL TO AN AQUARIUM
EMERSON PRIZE — PAGE 12

AN ORCHESTRA SHED IN A PARK
ARCHITECTURAL RECORD PRIZE
CLASS A PROBLEM 2 — PAGE 13

WAREHOUSE FOR BUILDING PRODUCTS
UNITED STATES PLYWOOD CORPORATION PRIZE
CLASS B PROBLEM 2 — PAGE 15

A GIBBON HOUSE
HIRONS ALUMNI PRIZE
CLASS C PROBLEM 2 — PAGE 18

A HELICOPTER STATION
CLASS A SKETCH 2 — PAGE 20

A PEDESTRIAN OVERPASS
CLASS B SKETCH 2 — PAGE 22

PAGES IN THIS ISSUE #12 - 22
REPRODUCTIONS OF DESIGNS IN THIS ISSUE #27 - 43 (TOTAL NUMBER OF PLATES: 16)

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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1952-1953 SIXTIETH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE OF 10 CONSECUTIVE DAYS
JANUARY 5 TO JANUARY 15, 1953

JUDGMENT ABOUT
JANUARY 27, 1953

ENTRANCE HALL TO AN AQUARIUM

EMERSON PRIZE

AUTHOR—HARMON GOLDSTONE: Worked for twelve years, on and off, in charge of the design of the new aquarium that the New York Zoological Society and the City of New York are planning to build at Coney Island, Brooklyn (Harrison, Fouilhoux and Abramovitz—Aymar Embury II, Architects). A public drive for the necessary funds to complete this $10,000,000 project has just gotten underway in New York. Mr. Goldstone, former Director of Architecture of the B.A.I.D. sends this program from Paris where he has been working, since September, on a technical research project for the U. S. Government.

PROGRAM

One of the major coastal cities of the United States is in the process of reclaiming a large area of its waterfront for recreational purposes. This part of the harbor—a pear-shaped bay—has so silted up over the years as to be no longer usable for shipping. A long strip of old wharves, abandoned warehouses and slum housing were first demolished and the shoreline filled out to a new stone sea-wall. A promenade, lined with rows of trees, benches, play areas, fountains and gardens now extends 150 feet back from the sea-wall around the entire perimeter of the bay. Back of this is a 100 foot wide drive with the traffic lanes separated by a 20 foot wide strip of greenery. New apartments, fine shops, hotels and restaurants are rapidly filling up the valuable frontage on the far side of the drive.

At one end of the promenade the bay is closed in from the open sea by a stone jetty extending a quarter of a mile out from the shore. This has been widened to 200 feet and leveled off as a terrace. Down the center of this magnificent site has been built a great new aquarium. The exhibition area of the building is all on one level—150 feet wide and 1200 feet long. It is entirely top-lighted, so the surrounding wall (30 feet high) presents a solid screen of masonry. An observation promenade, with outdoor exhibit pools, leads all around the aquarium to a seafood restaurant at the end of the jetty.

With the scale and sweep of this setting in mind, the subject of this year's Emerson Prize Problem is to design an entrance hall for the aquarium. Its functions are various:

Considered as a part of the whole development of the bay, the entrance hall must serve as a terminal to one end of the long promenade. It must serve as a "marker" for the aquarium and express its character from a distance—since, from a mile or more away, the long, low building itself will count for little more than a line on the horizon. It must serve as an entrance for pedestrians from the promenade and for those arriving by car from the drive—with the necessary controls and services. Above all, it must set the theme of a great marine exhibit:

—Water, which covers the greater part of the globe.

—The myriad variety of life that fills the oceans, seas, lakes, rivers, streams and ponds of the world.

—The cycle of water from the sea, to the clouds, to rain, to brooks, to rivers, to the sea.

—The evolution of animal life from the first protein molecule that somehow was able to reproduce itself through all the long chain of protozoa, sponges, polyps, ctenophores, flatworms, roundworms, rotifera, bryozoans, sea urchins, segmented worms, crustaceans and molusks that developed—through thousands of forms and hundreds of thousands of years—before the notochord appeared with acorn worms, sea squirts, lancelets—developing them into vertebrates: lampreys, shanks and rays and, at last, into true fishes. The lowly fish—followed only by the classes of amphibians, reptiles, birds and mammals—is very much closer to man than we usually flatter ourselves to believe.

—The balance of plant life and animal life in water.

—The food cycle: the predators and the prey—the economy and ecology of the sea.

—The currents of the sea—salinity and temperature gradiants—sunlight—and their effects on sea life.

—Migrations and breeding cycles: the eel, the salmon.

—The retrograde sea mammals: the whales, sea lions, seals and manatees.

—These, and a dozen others—any of these, or all of these can set the theme for a great aquarium.

How it is done—murals, dioramas, living exhibits, text, projection—any or all are possible: but a big idea must be conveyed with all the impact and drama inherent in it. And it must be done in terms of architecture: Space, form, light, color and texture—descriptive words or paper scenery are not the answers to the problem.

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A few details (and these are very secondary):

For pedestrians, about 4 ticket booths and 6 turnstyles; for those arriving by car, about 2 ticket booths and 3 turnstyles will be sufficient. Information and sales counter (for pictures, catalogues, shells, etc.) should be about 40' to 60' long and out of the main stream of traffic. Coat rooms (for about 2000), toilets, telephone booths, etc. may be at the main level or at a lower level reached by stairs.

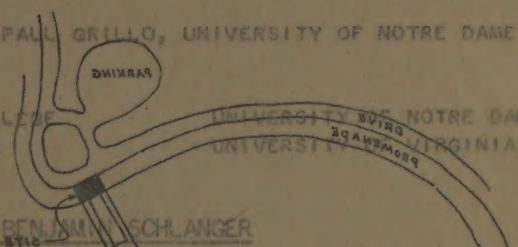
Fish should not be exhibited in open pools with the public looking down on them; reflections on the surface distort the view, and trash is thrown in. They should be viewed through one glass wall of a recessed tank that is well lighted from a back-stage service area—preferably by direct daylight, 5'0" vertically, and about 6'0" horizontally, is about all the water pressure even the heaviest glass can take (tempered glass is no better for the purpose); and 8'0" to 10'0" vertically is about the practical maximum for any such glass tank wall when subdivided by heavy muntins. To cut down reflections in the glass tank walls, the public area should be as dark as possible. Remember, though, that people will be coming in from the bright sunlight and transition vestibules should be provided to let the eye adjust gradually to low lighting intensities. A "light lock" should be provided connecting the entrance hall itself to the very dark exhibit halls of the aquarium proper.

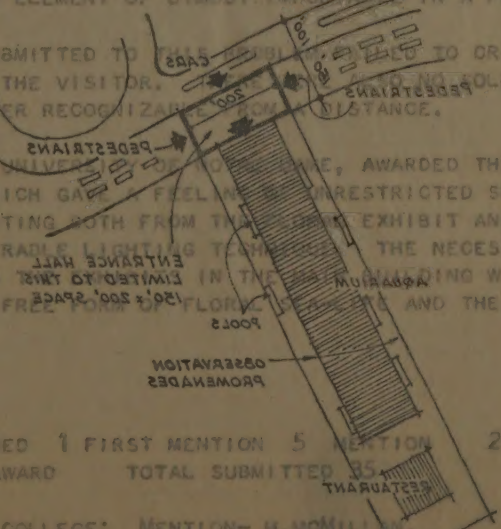
REQUIRED DRAWINGS: (sheet size 31" x 40")

1) Plan, in line, at 1/32" to the foot.

2) Small aerial perspective, in line, showing the entrance hall in its relation to the promenade, drive and aquarium.

3) Two cross sections, or one cross section and a perspective, in full color, at as large a scale as possible of the interior of the entrance hall, indicate scale chosen for the section or sections.





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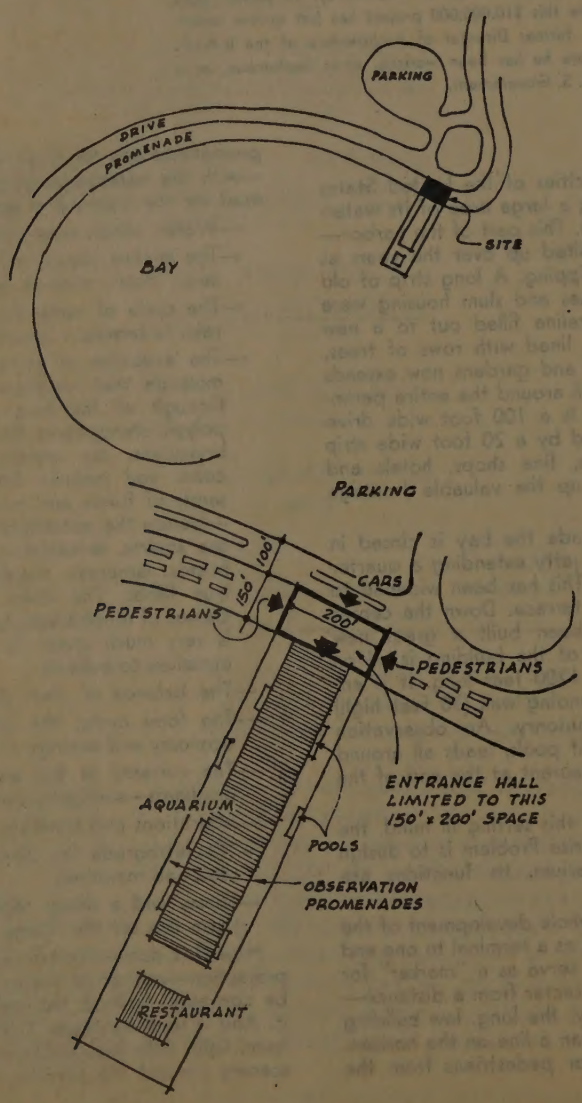

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EMERSON PRIZE

ENTRANCE HALL TO AN AQUARIUM

AUTHOR - HARMON H. GOLDSTONE, PARIS, FRANCE

JURY OF AWARD - JANUARY 29, 1953

DEAN W. AXLINE	RENE DEBLONAY	ALEXANDER KOUZMANOFF
PHILIP G. BARTLETT	JOHN G. FARON	FRANK A. LOPEZ
A. F. BRINCKERHOFF	JOSE A. FERNANDEZ	BENJAMIN SCHLANGER
ANGUS L. CRAIG	JACQUES E. GUITON	MAURICE SORNIK

SCHOOL REPRESENTATIVE: PAUL GRILLO, UNIVERSITY OF NOTRE DAME.

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE	UNIVERSITY OF NOTRE DAME
OKLAHOMA A. & M. COLLEGE	UNIVERSITY OF VIRGINIA
THE RICE INSTITUTE	

REPORT OF THE JURY - BY BENJAMIN SCHLANGER

THIS PROBLEM PRESENTED AN EXCELLENT EXERCISE IN IMAGINATIVE DESIGN WITH AN EXCITING THEME. THE POSSIBILITY OF A FREE FORM TO EXPRESS THE FUNCTION OF THIS ENTRANCE HALL WAS NOT RECOGNIZED AS AN OPPORTUNITY FOR A CREATIVE DESIGN. IT IS UNFORTUNATE THAT THE STUDENTS INTERPRETED THE RECTANGULAR SPACE 150'x200' ON THE DIAGRAM AS BEING THE REQUIRED SHAPE RATHER THAN THE INTENDED SPACE ALLOWANCE. NEVERTHELESS THERE WAS A DEFINITE LACK OF IMAGINATION IN TREATING THE RECTANGULAR FORM. THIS PROBLEM ALSO PROVIDED AN EXCELLENT EXERCISE IN TREATING ARTIFICIAL LIGHTING AND DAYLIGHTING WHICH RECEIVED INSUFFICIENT ATTENTION. LIGHTING IS AN ELEMENT OF UTMOST IMPORTANCE IN A PROBLEM OF THIS TYPE.

THE SOLUTIONS SUBMITTED TO THIS PROBLEM FAILED TO CREATE AN ATMOSPHERE WHICH WOULD INTRIGUE THE VISITOR. THERE WERE ALSO NO SOLUTIONS THAT SUCCESSFULLY PROVIDED A MARKER RECOGNIZABLE FROM A DISTANCE.

R.BAYLESS, JR., UNIVERSITY OF NOTRE DAME, AWARDED THE EMERSON PRIZE, USED AN AMORPHOUS SHAPE WHICH GAVE A FEELING OF UNRESTRICTED SPACE. THE POSSIBLE USE OF CONCEALED LIGHTING BOTH FROM THE FLORAL EXHIBIT AND FROM OVERHEAD SOURCES WOULD PROVIDE AN ADMIRABLE LIGHTING TECHNIQUE. THE NECESSITY TO CREATE AND STIMULATE INTEREST IN THE EXHIBITS IN THE MAIN BUILDING WAS ACHIEVED BY THE UNUSUAL THEME OF THE FREE FORM OF FLORAL SEA-LIFE AND THE TRANSPARENCY OF THE WATER ENCLOSURE.

SUMMARY OF AWARDS:

2 FIRST MENTION PLACED 1 FIRST MENTION 5 MENTION 2 HORS CONCOURS
25 NO AWARD TOTAL SUBMITTED 35

CLEMSON AGRICULTURAL COLLEGE: MENTION- M.MCMILLAN.
OKLAHOMA A. & M. COLLEGE: FIRST MENTION PLACED- J.B.KELLEY. FIRST MENTION- F.L.MCKINLEY. MENTION- R.M.LAWRENCE, E.M.WHEELER, B.F.HURLOCK, J.L.SAMUELSON.
THE RICE INSTITUTE: HORS CONCOURS- M.M.CUTTING, R.MORRIS,JR.
UNIVERSITY OF NOTRE DAME: FIRST MENTION PLACED, EMERSON PRIZE- R.BAYLESS,JR.

(INDEX OF REPRODUCTIONS ON PAGE 14)

BEAUX-ARTS INSTITUTE OF DESIGN
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1952-1953 SIXTIETH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT JANUARY 27-29, 1953

AN ORCHESTRA SHED IN A PARK

CLASS A PROBLEM 2
ARCHITECTURAL RECORD PRIZE

AUTHOR—ALEXANDER KOUZMANOFF, New York, N. Y.: University of Illinois 1940, was recipient of the following awards and honors: Allerton American Summer Travelship in 1938; the Student A.I.A. Medal in 1940; placed second in the American Academy in Rome Scholarship in 1940; and the Plym Prize in 1941. He was with Shaw, Naess and Murphy of Chicago on the U. S. Army Base in Bermuda; Don Hatch, Architect in New York; Harrison & Abramovitz on the U. N. project; and is at present with IBEC working on a hospital in San Salvador.

A. BACKGROUND

In the past few years there has been a tremendous growth in the number of new summer theatres and music festivals. For a few weeks of the year small towns hidden away in the hills and valley suddenly become our cultural centers. Tanglewood and Aspen are two good examples.

Your design problem is an outgrowth of this enthusiasm. For years a group of civic-minded citizens in collaboration with the local college have been trying to establish a creative arts festival, similar to Aspen and Tanglewood, yet different in that this festival would represent the currents of thought and expression which characterize our generation—an integrated inquiry into the state of creative arts today.

B. SITE

The town is located near a large northern city with a rich cultural background and possesses one of the finest symphonies of the country. The plan is to hold the festival for two weeks just before the college's graduation exercises. This would provide two sources from which the festival could draw its audience: the city's population as well as the students and college personnel and their visiting friends. To provide for a greater integration and exchange of experience, the group proposes to use the college's talented music and dance students under the direction of an experienced composer-conductor who will carry out the program with the aid of invited established artists. In this way the interested amateur, the would be professional and celebrities of the contemporary arts would each in his own fashion contribute to the establishment of a creative arts festival.

A large area, almost a natural amphitheatre, in a public park adjoining the college has been set aside for a proposed shed for orchestral and choral concerts. See accompanying site plan. College buildings and temporary tents will be used to hold the rest of the creative arts events. Money has been donated by a citizen of the town for the construction of the shed and the way has been opened for real architectural planning.

C. PROBLEMS OF PLANNING

The committee realizes the problem of weather is an important factor in the success or failure of the festival, so they have decided in providing cover for the audience; yet fully realizing the magic appeal of listening to music under the stars. It is your problem to decide how this should be done. Without becoming too involved with gadgets, the overhead covering may be a permanent or temporary roof—"temporary" meaning a roof that can be partially or completely taken down after the festival. Small local concerts after the festival, with no financial implications, could then be heard under the stars. Regardless of what approach you take to this problem, you should keep in mind that an imaginative and integrated design will take full advantage of the beautiful wooded site.

D. GENERAL REQUIREMENTS

Stripped to essentials the contemplated structure must provide (1) a platform (with an overhead shell) that will serve as a stage; (2) it must project music satisfactorily; this implies that some study on acoustics should be made even though all the problems cannot be solved at this time. The basic design principles for proper sound projection from the stage to the listening audience is essential. The orchestra shell has to solve the problems of reverberation, sound fortifying, and good acoustics on the stage, so that musicians can hear all other instruments; and (3) it must provide seating with good sight lines for 2000 people with provisions for hundreds of listeners gathered outdoors underneath the trees.

The structure should be removed from sources of disturbing noise, yet it should be accessible to parking facilities. It should lend itself to easy control for admission and ticket taking purposes. It should comply with accepted regulations for places of public assembly. Flow of traffic should be studied so that there is an easy handling of large groups of people. The site plan shows two roads. Wood street is the main approach to the site with the area to the west as the proposed parking area. College lane, the road to the south is a one way service drive. The location of the area is almost a natural amphitheatre and accordingly could minimize the cost of earthmoving and recontouring. All trees indicated on the site plan are maples, elms, birchs, and oaks.

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Most important of all is to remember the cultural function of the structure. Let the character of the building, through good use of materials and color, express the spirit and paraphernalia of the creative arts so that it can inspire the participants to greater soul searching—the key to the intellectual and emotional climate of our era.

E. SPECIFIC PLAN

1. Entrance:

Ticket and control booths
Public toilets and restrooms
Refreshment stand 300 sq. ft. with sitting area, gardens. This may be a covered area.

2. Seating for 2000.

Good sight lines and intelligent use of materials for the floor and seating, because of exposure to the weather.

Aisle width, seat spacing, etc. should conform to established theatre standards.

3. Platform and Shell

Platform should be large enough to handle a symphony orchestra of approximately 110 members, and by means of movable screens to reduce the stage for chamber music. Small dance and choral groups will at times be on stage with a small orchestra. The main function will be orchestral concerts.

REF.: Standards FAM (Harold Burris—Meyer & Edward C. Cole "Theatres and Auditoriums")

(See page 3 for site plan)

4. Facilities

a. Toilets
b. Two dressing rooms 150 sq. ft. each
c. Lounge area 1500 sq. ft.
d. Storage area 100 sq. ft.
e. Musicians room
f. Transformer vault
g. Light and sound control panel near stage
h. TV control booths.

5. Parking for 400 cars.

Show how you propose to light the shed and surrounding areas (landscaping).

REQUIRED: (Sheet size 31" x 40")

1. Site Plan: showing parking, gardens, entrance and control points, etc. at 1/32" scale.

2. Plan at 1/16" scale, to include entrance, seating area, and platform—indicate construction.

3. Principal elevation best explaining solution, at the scale of 1/16" to the foot.

4. Longitudinal section at 1/16" scale, taken through seating area and shell, indicate schematic roof design.

5. Perspective (from the audience looking toward the stage) at as large a scale as possible.

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Most important of all is to remember the cultural function of the structure. Let the character of the building, through good use of materials and color, express the spirit and pageantry of the creative arts so that it can inspire the participants to greater soul searching—the key to the intellectual and emotional climate of our era.

E. SPECIFIC PLAN

1. Entrance:

Ticket and control booths
Public toilets and restrooms
Refreshment stand 300 sq. ft. with sitting area, gardens. This may be a covered area.

2. Seating for 2000.

Good sight lines and intelligent use of materials for the floor and seating, because of exposure to the weather.
Aisle widths, seat spacing, etc. should conform to established theatre standards.

3. Platform and Shell

Platform should be large enough to handle a symphony orchestra of approximately 110 members, and by means of movable screens to reduce the stage for chamber music. Small dance and choral groups will at times be on stage with a small orchestra. The main function will be orchestral concerts.

REF.: Standards FAM (Harold Burris–Meyer & Edward C. Cole "Theatres and Auditoriums")

4. Facilities

a. Toilets
b. Two dressing rooms 150 sq. ft. each
c. Lounge area 1500 sq. ft.
d. Storage area 100 sq. ft.
e. Musicians room
f. Transformer vault
g. Light and sound control panel near stage
h. TV control booths.

5. Parking for 400 cars

Show how you propose to light the shed and surrounding areas (landscaping).

REQUIRED: (Sheet size 31" x 40")

1. Site Plan: showing parking, gardens, entrance and control points, etc. at 1/32" scale.
2. Plan at 1/16" scale, to include entrance, seating area, and platform—indicate construction.
3. Principal elevation best explaining solution, at the scale of 1/16" to the foot.
4. Longitudinal section at 1/16" scale, taken through seating area and shell, indicate schematic roof design.
5. Perspective (from the audience looking toward the stage) at as large a scale as possible.

(See page 3 for site plan)

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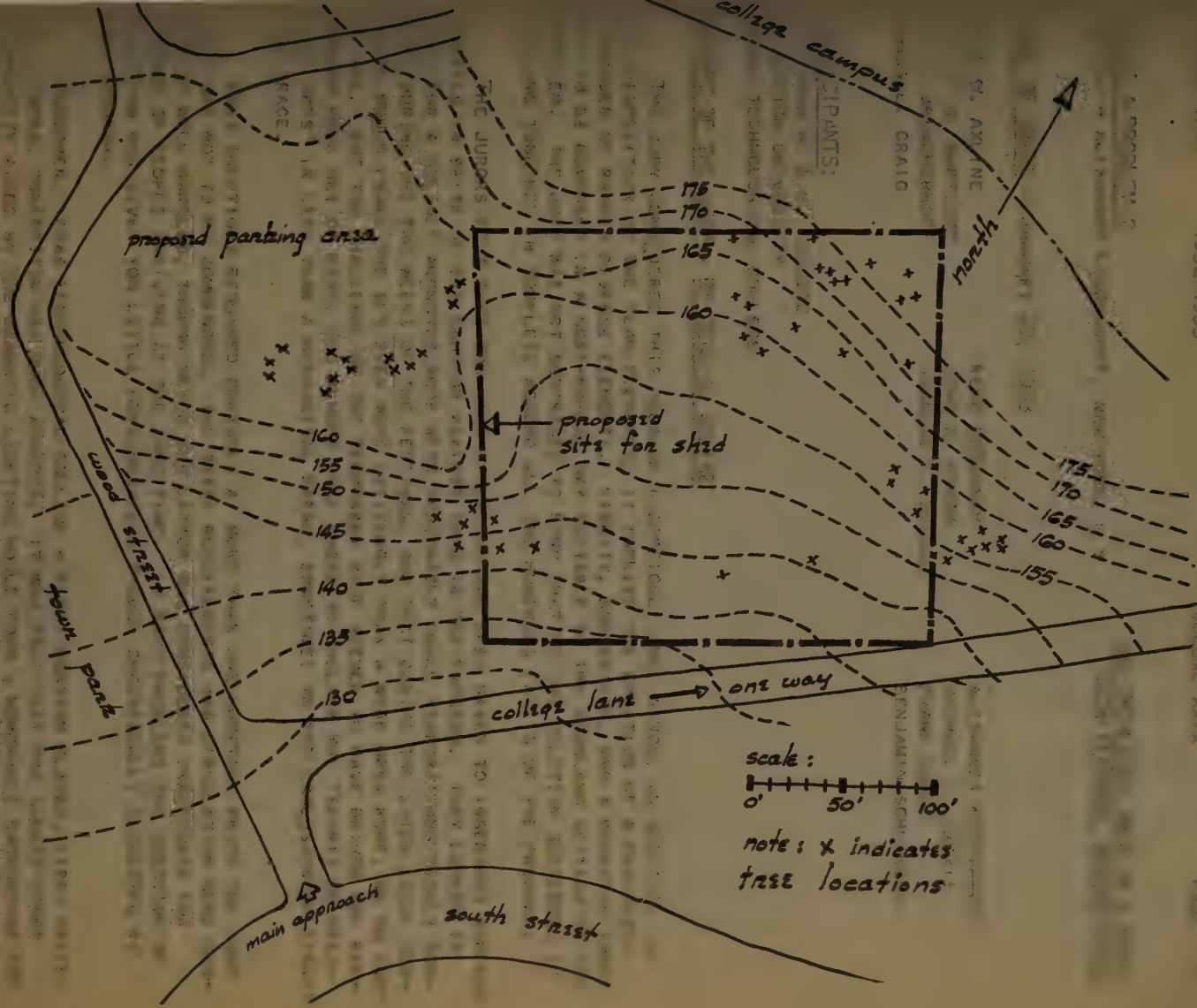
college campus
north
proposed parking area
proposed site for shed
175
170
165
160
155
150
145
140
135
130
wood street
town park
college lane
one way
scale:
0'
50'
100'
note: x indicates tree locations
main approach
south street

3 for site plan)

CLASS A PROBLEM 2

AN ORCHESTRA SHED IN A PARK
ARCHITECTURAL RECORD PRIZE

AUTHOR - ALEXANDER KOUZMANOFF, NEW YORK, N.Y.

JURY OF AWARD - JANUARY 29, 1953

DEAN W. AXLINE
PHILIP G. BARTLETT
A. F. BRINCKERHOFF
ANGUS L. CRAIG
RENE DEBLONAY
JOHN G. FARON
JACQUES E. GUITON
ALEXANDER KOUZMANOFF
MICHAEL M. HARRIS
FRANK LOPEZ
BENJAMIN SCHLANGER

PARTICIPANTS:
OKLAHOMA A. & M. COLLEGE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE

REPORT OF THE JURY - BY DEAN W. AXLINE

THE JURY CONSIDERED THIS PROBLEM A DIFFICULT ONE, SINCE, IN ADDITION TO THE DISPOSITION OF THE PLAN ELEMENTS, IT IMPLIED THE CREATION OF A CHARACTER COMPOSED OF RATHER DIVERSE ELEMENTS. DIGNITY, ASPIRATION, AND A DRAMATIC TOUCH, ALL TO BE COMPOSED IN A SEMI-FORMAL WAY SUITABLE TO THE WOODLAND SETTING OF THE PROBLEM. THE JURY WAS NOT SURPRISED TO FIND THAT NO ONE SOLUTION SUCCEEDED IN WELDING TOGETHER IN COMPLETE ACCORD ALL THE NUMEROUS FACETS OF THE PROGRAM.

THE JURORS FELT THAT TOO MUCH ATTENTION HAD BEEN GIVEN TO INGENIOUS ROOFING DETAILS IN SPITE OF THE CAUTION AGAINST THIS IN THE PROGRAM. THEY LOOKED IN VAIN FOR A DOLIDLY ANCHORED ROOF WITH REASONABLY SMALL PENETRATIONS EASILY COVERED DURING THE TWO WEEKS OF THE FESTIVAL, AND THAT DURING THE LATER LOCAL CONCERTS WOULD FRAME THE SKY EVEN MORE ENTICINGLY THAN A WIDE OPEN ROOF, OR NO ROOF AL ALL. BUT THE CHALLENGE OF THE TEMPORARY ROOF SEEMED TO HAVE DRIVEN THE PERMANENT ROOF OUT OF MIND, AND ALMOST NONE CHOSE TO SHELTER THE "SPIRIT OF CREATIVE ARTS" IN LESS THAN A MECHANICAL DREAM, SOMETIMES TO THE EXCLUSION OF DIGNITY AND GRACE.

MANY SOLUTIONS REQUIRED CONTROLS AT MORE THAN ONE LOCATION WHICH THE JURY FELT WAS NOT TO BE COMMENDED. THE STATE REQUIREMENTS AND CIRCULATION WERE GENERALLY WELL HANDLED, THOUGH OFTEN THE LATTER WAS CONSIDERED INADEQUATE FOR CROWDS OF PEOPLE ARRIVING AT THE SAME TIME. IN MANY PROBLEMS THE QUESTION OF LIGHTINB WAS GIVEN TOO LITTLE CONSIDERATION THOUGH SPECIFICALLY REQUESTED BY THE PROGRAM.

D.BOOHER, TEXAS TECHNOLOGICAL COLLEGE - FIRST MENTION PLACED, FIRST PRIZE: THE GENERAL CONCEPTION WAS MUCH ADMIRED. IT WAS FELT THAT THE ALMOST STARK SIMPLICITY AIDED BY THE DRAMATIC LIGHTING WOULD FORM A MEMORABLE BACKGROUND FOR THE CONCERTS. SOME OF THE JURY THOUGHT THAT THE PLAN WOULD HAVE BEEN IMPROVED BY A MORE COMPLETE DEVELOPMENT, AND THAT IT SHOULD HAVE BEEN LESS RIGID AROUND ITS PERIMETER WHERE IT MET THE INFORMAL WOODED AREA.

THE STAGE SERVICES WERE QUESTIONED AS BEING INADEQUATE AND LESS WELL ARRANGED THAN THE GENERAL CONCEPTION WARRANTED. IT WAS ASSUMED THAT THE OPEN FRONT COULD BE CLOSED IN CASE OF EXTREMELY BAD WEATHER.

A.F.BECKUM,JR., PRINCETON UNIVERSITY - FIRST MENTION, SECOND PRIZE: THE CAREFUL AND THOUGHTFUL DEVELOPMENT OF THE ENTIRE SITE AND THE PARKLIKE CHARACTER CAUSED THE JURY TO CONDONE THE OVER-INGENIOUS DETAILS. THE PLAN ELEMENTS WERE SOMEWHAT SCATTERED BUT THIS WAS NOT CONSIDERED OBJECTIONABLE SINCE THE INFORMALITY WAS IN KEEPING WITH THE WOODED SITE. HAD THIS INTEREST AND SPIRIT BEEN COMBINED WITH A LESS TENUOUS MAIN STRUCTURE THE JURORS WOULD HAVE BEEN BETTER PLEASE

B.F.ROMANOWITZ, PRINCETON UNIVERSITY - FIRST MENTION: OF THE THREE FIRST MENTIONS, THIS ONE WAS WELL LIKED FOR ITS SIMPLE CLEAN FORMS WITH GOOD SEATING AND SIGHT LINES. THE NECESSITY FOR TWO CONTROLS WAS CRITICISED.

J.D.COLLIER, PRINCETON UNIVERSITY - FIRST MENTION: WAS CONSIDERED THE BEST OF THE CABLE SCHEMES. CONTROLS AND PARKING WERE WELL HANDLED. THE JURORS FELT THAT THE SEATING BANK SHOULD HAVE BEEN WIDER AND LESS ELONGATED.

E.M.WHEELER, OKLAHOMA A. & M. COLLEGE - FIRST MENTION: WAS THOUGHT TO BE A FINE IDEA NOT TOO THOROUGHLY DEVELOPED. THE GENERAL CIRCULATION AND CONTROLS WERE WELL HANDLED, AND THE JURY LIKED THE IDEA OF A PENETRATION IN A PERMANENT ROOF. THE HEIGHT OF THE ORCHESTRA SHELL, AND THE ALMOST OVER SIMPLIFICATION OF FORM RESULTING FROM THIS EXCESSIVE HEIGHT WERE QUESTIONED.

SUMMARY OF AWARDS

1 FIRST MENTION PLACED 4 FIRST MENTION 5 MENTION 10 NO AWARD 20 TOTAL

OKLAHOMA A. & M. COLLEGE: FIRST MENTION- E.M.WHEELER. MENTION- P.C.WILLIAMS.
PRINCETON UNIVERSITY: FIRST MENTION- A.F.BECKUM,JR., SECOND PRIZE, J.D.COLLIER, B.F.ROMANOWITZ. MENTION- D.P.C.CHANG, T.N.PAPACHRISTOU, P.G.ROUNDS.
TEXAS TECHNOLOGICAL COLLEGE: FIRST MENTION PLACED, FIRST PRIZE - D.BOOHER. MENTION- R.E.WALTERS.

INDEX OF REPRODUCTIONS

EMERSON PRIZE - ENTRANCE HALL TO AN AQUARIUM
JANUARY 29, 1953

27.	R.BAYLESS,JR., UNIVERSITY OF NOTRE DAME	EMERSON PRIZE, 1ST MENTION PLACED
28.	J.D.KELLEY, OKLAHOMA A. & M. COLLEGE	FIRST MENTION PLACED
29.	F.L.MCKINLEY, OKLAHOMA A. & M. COLLEGE	FIRST MENTION

CLASS A PROBLEM 2 - ORCHESTRA SHED IN A PARK - ARCHITECTURAL RECORD PRIZE
JANUARY 29, 1953

30.	D.BOOHER, TEXAS TECHNOLOGICAL COLLEGE	FIRST MENTION PLACED, 1ST PRIZE
31.	A.F.BECKUM,JR., PRINCETON UNIVERSITY	FIRST MENTION, 2ND PRIZE
32.	E.M.WHEELER, OKLAHOMA A. & M. COLLEGE	FIRST MENTION
33.	J.D.COLLIER, PRINCETON UNIVERSITY	FIRST MENTION
34.	B.F.ROMANOWITZ, PRINCETON UNIVERSITY	FIRST MENTION

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1952-1953 SIXTIETH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN
NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT
JANUARY 27-29, 1953

WAREHOUSE FOR BUILDING PRODUCTS

CLASS B PROBLEM 2

UNITED STATES PLYWOOD CORPORATION PRIZE

AUTHOR—VERNON F. SEARS, New York, N. Y.: Pratt Institute 1931, he received his B.F.A. from Yale University in 1934. In 1935 he was associated with William Lescaze for two years and then became a partner of the firm of Sears and Foote. For the past ten years he has been Staff Architect for the United States Plywood Corporation concentrating on the development of existing and new products as well as overseeing its large expansion program.

PROBLEM

A building products corporation proposes to build a branch warehouse in a medium sized city as a convenient means of servicing lumber dealers and industrial users of its products. This branch shall consist mainly of warehouse space with office space to house a small staff. The office area will also be used as a display area for its many products. The main flow of traffic will be the delivery and pick-up by truck of the building products, however, visitors will frequent the office to view the possible applications and uses of these products. You have been requested to prepare a design for this branch.

THE SITE

The property for this branch is located outside of the city limits in an area zoned for industrial use. It is level, with a frontage of 250 feet on a highway to the South, and is 300 feet deep. A railroad siding parallel to the rear property line shall be installed within the site and its elevation may be adjusted no more than two feet below or above the existing ground level.

The incombustibility of materials is only limited by fire insurance requirements.

As a firebreak the building shall not be placed closer than twenty-five feet to either side property line.

From the highway there shall be only one driveway for entrance and exit and it shall not exceed thirty feet in width.

PROGRAM:

The building shall not exceed one story in height but the offices may be placed in a mezzanine or may be in a separate structure. The interiors of the offices shall display the company's products. This shall include materials for walls, ceiling, floor and built-ins. Although basically plywood, laminates of different types shall be displayed.

The building shall contain a total area of 25,000 sq. ft.; the major part of the building shall be warehouse space, and the following services:

(1) Lobby and entrance (250 sq. ft.)
To display products and provide 14 linear feet of counter space.

(2) General office (850 sq. ft.)
Working space for 5 order clerks, bookkeeping department, 3 secretarial desks and a small vault.

(3) Office for the manager (200 sq. ft.) (if convenient with view of order clerks and warehouse).

(4) Office for four salesmen (200 sq. ft.)

(5) Conference room (200 sq. ft.). A small kitchen unit for luncheons shall adjoin this room.

(6) A stock room (150 sq. ft.) for storage of office supplies and wrapping space.

(7) Toilet facilities for women, office men and warehouse men, and a heater room to house the heating and air conditioning unit (500 sq. ft.).

(8) Warehouse Foreman's office (100 sq. ft.) with a view of the warehouse and a convenient connection to pass invoices to the bookkeeping department in general office.

(9) A storage room of incombustible materials (350 sq. ft.) for storage of finishing materials.

All areas listed above may have a ceiling height of 8 feet; the general office area may have a higher ceiling.

The average ceiling height of the warehouse area shall be a minimum of 16 feet from the floor to the underside of the beams.

DISCUSSION

The greatest proportion of products will arrive by railroad freight. A minimum of two unloading doors shall be provided on 53 foot centers. Since mechanical equipment is used for unloading and freight cars vary in length, openings should not be less than 14 feet wide and 12 feet high. The distance from the top of the rail to the warehouse floor shall be 3'6". The unloading portion of the railroad siding may be enclosed but this area is not included in the total of 25,000 sq. ft.

One opening shall be provided on each side of the warehouse to allow side truck loading and ventilation.

Due to heavy concentrated loads the warehouse floor shall be a 6" reinforced concrete slab on ground.

Since all products leave the warehouse by truck, provisions must be made for the convenient loading of four trucks at one time. Provisions shall be made for the protection of the products against the elements when loading which may be accomplished by either a canopy at the loading bay or a loading platform within the building. The warehouse floor shall be 3'6" above the elevation of the loading bay. To accommodate any make of truck, the head of the loading doors shall be a minimum of 16 feet above the ground.

Trucking has developed to such an extent that all turn arounds must be made on the property, therefore a space of approximately 80' by 80' is necessary for manoeuvering trucks.

Parking area for thirty automobiles must be provided.

If the building is set back from the property line its identification from the highway must be considered.

Since products are stacked high, no windows are desired on any outside walls of the warehouse. Ten percent of the roof area shall be provided with daylight by means of skylights or a monitor.

The mechanical loading equipment requires aisles 12 feet in width. The smallest bay shall be 30' by 20'. It is obvious that the fewer columns the more flexible stacking arrangement is possible. However, local conditions and availability of materials determine the method of supporting the roof.

REQUIRED: (Sheet size 31" x 40")

1. Plan of entire site, including first floor of building at the scale of 1/16" to the foot.
2. Front elevation at the scale of 1/8" to the foot.
3. A longitudinal section through the building and railroad siding at the scale of 1/8" to the foot; showing the entire depth of the property.
4. An interior perspective or two small wall elevations of the lobby and entrance or offices, showing use of company's products.
5. A structural detail of a portion of the warehouse wall and/or roof.

IT IS REQUESTED THAT EVERY COPY OF THIS PROGRAM OR ANY ADAPTATION OF IT SHALL GIVE A CREDIT LINE TO THE BEAUX-ARTS INSTITUTE OF DESIGN.

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CLASS B PROBLEM 2 — WAREHOUSE FOR BUILDING PRODUCTS

AUTHOR - VERNON F. SEARS, NEW YORK, NY. . UNITED STATES PLYWOOD CORPORATION PRIZE

JURY OF AWARD - JANUARY 29, 1953

ROY O. ALLEN	M. MILTON GLASS	VERNON F. SEARS
WILLIAM G. BREGER	JOHN P. JANSSON	J. STANELY SHARP
GIORGIO CAVAGLIERI	SIDNEY L. KATZ	MAURICE SORNIK
N. N. CULIN	MORRIS LAPIDUS	HAROLD TATTON
RAOUL DUBRUL	WILLIS N. MILLS	OTTO TEEGEN
JOSE A. FERNANDEZ	MICHAEL M. HARRIS	JOHN A. THOMPSON

PARTICIPANTS

LAYTON SCHOOL OF ART, MILWAUKEE	UNIVERSITY OF NEW MEXICO
OKLAHOMA A. & M. COLLEGE	UNIVERSITY OF NOTRE DAME
PRINCETON UNIVERSITY	UNIVERSITY OF VIRGINIA
TEXAS TECHNOLOGICAL COLLEGE	WESTERN RESERVE UNIVERSITY, CLEVELAND
UNIVERSITY OF KENTUCKY	UNAFFILIATED, MILWAUKEE.

REPORT OF THE JURY - BY MORRIS LAPIDUS

THE PROGRAM FOR THE DESIGN OF A WAREHOUSE FOR BUILDING PRODUCTS, TO THIS REVIEWER, REPRESENTED A SIMPLE, CONCISE ARCHITECTURAL PROBLEM, WHICH COULD EASILY BE EXPRESSED IN PLAN AND ELEVATION. THE REQUIREMENTS WERE FEW AND SIMPLE. THE SUBJECT A RATHER COMMONPLACE ONE, AND THE PROGRAM CLEARLY WRITTEN. FOR THE MOST PART THE STUDENTS' SOLUTIONS, TO PUT IT BLUNTLY, DID NOT ANSWER THE PROBLEM, NOR DID THEY SUCCEED IN CREATING AN ATTRACTIVE, FUNCTIONAL WAREHOUSE. THIS REVIEWER BELIEVES THAT THE REPORT ON THIS PROBLEM REQUIRES THEREFORE A GENERAL DISCUSSION RATHER THAN A REVIEW, WHICH IS GIVEN HEREWITH.

GOOD ARCHITECTURE CONSISTS OF A THOUGHTFUL AND SATISFACTORY SOLUTION TO A GIVEN PROBLEM, EXPRESSED AS A STRUCTURE IN SUITABLE MATERIALS TO PRODUCE A PLEASING, ESTHETIC BUILDING. IN THIS INSTANCE, A PROPER SOLUTION WOULD BE ONE IN WHICH THE STUDENT CAREFULLY THOUGHT OUT THE REQUIREMENTS AS GIVEN IN THE PROGRAM. THEY WERE CERTAINLY SIMPLE ENOUGH. THE MATERIAL WAS BROUGHT IN AT A RAILROAD SIDING AND STACKED IN A LARGE WAREHOUSE. THIS PART OF THE PROGRAM WAS OBVIOUS. SOMEWHERE, PRESUMABLY AT THE FRONT OF THE BUILDING, WOULD BE AN OFFICE EASILY RECOGNIZED AS A PLACE WHERE CUSTOMERS MIGHT ENTER. WITHIN THIS OFFICE CERTAIN FUNCTIONS AND SPACES WERE DESCRIBED. THEY CERTAINLY WERE NOT INVOLVED. THE OPERATION OF A WAREHOUSE, SUCH AS THIS, IS VERY SIMPLE. A CUSTOMER ARRIVES TO PICK OUT BUILDING MATERIALS. HE MIGHT THEN SEND A TRUCK TO PICK IT UP OR MIGHT BE THERE WITH HIS OWN TRUCK. CREATING AN INTERESTING INTERIOR SEEMED TO POSE NO PROBLEM, ALTHOUGH IN MANY OF THE SOLUTIONS, WE FOUND GENERAL OFFICE SPACE IN A SMALL BUILDING WITHOUT ANY NATURAL DAYLIGHT. THIS CERTAINLY CANNOT BE CONDONED IN THIS TYPE OF BUILDING, WHERE THERE WAS ENOUGH LAND, AND ENOUGH LAND COVERAGE WAS PERMISSIBLE FOR THE EMPLOYEES WORKING IN THIS BUILDING TO HAVE NATURAL DAYLIGHT DURING WORKING HOURS.

THE PROBLEM SPECIFICALLY STATES THAT THE WAREHOUSE FOREMAN MUST HAVE A VIEW OF THE WAREHOUSE AND A CONVENIENT CONNECTION TO PASS INVOICES TO THE BOOKKEEPING DEPARTMENT. THE NUMBER OF LOCATIONS FOUND FOR THE WAREHOUSE FOREMAN

ON THESE PLANS WAS AMAZING. A MOMENT'S THOUGHT ON WAREHOUSE OPERATIONS WOULD INDICATE THAT ALL BUSINESS WAS TRANSACTED PRACTICALLY AT THE TAILBOARD OF THE TRUCK. THE MATERIALS WOULD BE PICKED UP FROM VARIOUS PARTS OF THE WAREHOUSE AND ASSEMBLED AT A POINT WHERE THEY COULD EASILY BE TRANSFERRED TO THE TRUCK. OBVIOUSLY THEN, ALL TRUCKS SHOULD BE LOADED AT ONE POINT. ALSO OBVIOUS IS THE FACT THAT THE WAREHOUSE FOREMAN OUGHT TO HAVE HIS OFFICE AS CLOSE TO THAT POINT AS POSSIBLE, AND FOLLOWING THIS TO ITS LOGICAL CONCLUSION, THE GENERAL OFFICE SHOULD BE CONTIGUOUS TO THE WAREHOUSE FOREMAN. WITH THESE SIMPLE FACTS IN MIND, A DIRECT AND STRAIGHTFORWARD PLAN CERTAINLY COULD HAVE BEEN ACHIEVED.

THIS WAS NOT THE CASE, HOWEVER, IN MANY OF THE PROBLEMS. INSTEAD OF FOUR TRUCK BAYS ADJOINING EACH OTHER, SOME SOLUTIONS SHOWED TWO TRUCK-LOADING PLATFORMS ON ONE SIDE OF THE WAREHOUSE AND TWO ON THE OTHER --- CONTROL!! MANY OF THE SOLUTIONS SHOWED THE WAREHOUSE FOREMAN UP ON THE SECOND FLOOR. PERHAPS THE THOUGHT WAS THAT FROM THIS CROW'S NEST VANTAGE POINT, HE COULD SEE WHAT GOES ON IN THE WAREHOUSE. HOWEVER, MATERIAL PILED HIGH WOULD FORM A BARRIER TO ANY VISIBILITY BETWEEN THIS ELEVATED OFFICE AND AREA BELOW. THEN, TOO, THINK OF THE POOR FOREMAN RUNNING UP AND DOWN BETWEEN THE OFFICE AND THE POINT OF ACTIVITY WHICH IS THE ASSEMBLY AND LOADING POINT! SOME PROBLEMS SEPARATED THE OFFICE BUILDING FROM THE MAIN WAREHOUSE WHICH MEANT THAT THE WAREHOUSE FOREMAN WAS EITHER SEPARATED FROM THE OFFICE, OR FROM THE ACTIVITY OF THE WAREHOUSE HE IS SUPPOSED TO CONTROL. FINALLY, A NUMBER OF PROBLEMS DECIDED TO AVOID SETTING THE BUILDING SQUARELY ON THE PROPERTY, WHICH INVOLVED THEM WITH THE RAILROAD SIDING. IN FACT, ONE PROBLEM USING A CIRCULAR FORM, THOUGH BEAUTIFUL IN ITS PRESENTATION WAS COMPLETELY FOREIGN TO A WAREHOUSE. NOTHING WAS GAINED BY ANGLING THE BUILDING, EXCEPT TO CREATE CONFUSION AND COMPLICATE AN OTHERWISE SIMPLE SOLUTION.

F.L.KOUBA, WESTERN RESERVE UNIVERSITY -FIRST MENTION PLACED AND 1ST PRIZE: THE PRESENTATION AWARDED THE FIRST PRIZE MOST NEARLY CONFORMED TO ALL THE REQUIREMENTS OF THE PROGRAM. SOME SERIOUS CONSIDERATION WAS GIVEN TO ONE GLARING OMISSION, NAMELY THE PROGRAM'S REQUIREMENTS THAT "ONE OPENING WAS TO BE PROVIDED ON EACH SIDE OF THE WAREHOUSE TO PROVIDE SIDE TRUCK LOADING AND VENTILATION." ONE SIDE TRUCK OPENING WAS INCLUDED IN A RATHER NOVEL FASHION, BUT THERE WAS NO OPENING ON THE OTHER SIDE, ALTHOUGH VENTILATION WAS INTRODUCED ON THE OTHER SIDE BY MEANS OF LOUVRES. THE JURY FELT THAT A SIDE TRUCK LOADING DOOR ON THE OTHER SIDE OF THE WAREHOUSE COULD HAVE BEEN PROVIDED SINCE A DRIVEWAY WAS INDICATED PERMITTING TRUCK TO BE BACKED UP FOR LOADING. INCIDENTALLY, THE INTERIOR DESIGN FOR THE SHOWROOM AND OFFICES WAS HIGHLY COMMENDED.

M.SRNKA, WESTERN RESERVE UNIVERSITY, FIRST MENTION PLACED, THE SECOND PRIZE WINNER HAD A MOST SATISFACTORY SOLUTION, BUT IN THIS CASE, THE INTERIOR WAS NOT OF THE CALIBER OF THE FIRST PRIZE WINNER.

E.SAGADENCKY, WESTERN RESERVE UNIVERSITY, FIRST MENTION, THE THIRD PRIZE SOLVED THE PROBLEM QUITE SATISFACTORILY, BUT LACKED THE CLEAN, CONCISE PLANNING OF THE FIRST TWO.

F.GANTHER, UNIVERSITY NOTRE DAME, FIRST MENTION, THE FOURTH PRIZE WINNER WAS PICKED FOR ITS GENERAL PLANNING AND DESIGN. HOWEVER, IT HAD ONE GLARING FAULT, NAMELY, THAT TWO TRUCK BAYS WERE PLACED ON EITHER SIDE OF THE WAREHOUSE, WHICH WOULD BE A MOST IMPRACTICAL SOLUTION IN AN ACTUAL WAREHOUSE OPERATION.

THIS REVIEWER HOPES THAT THESE COMMENTS WILL INDICATE TO THE STUDENTS THE IMPORTANCE OF THINKING THROUGH A PROBLEM TO SOLVE ITS REQUIREMENTS BEFORE TOUCHING PENCIL TO PAPER, AND THEN WITH A CLEAR UNDERSTANDING OF THE PROBLEM, ARRIVE AT A GOOD WORKABLE PLAN, WHICH COULD BE DEVELOPED INTO AN ATTRACTIVE STRUCTURE. TOO MANY OF THESE PROJETS SEEMED TO INDICATE THAT THE DESIGN WAS STARTED FIRST AND THEN THE PLAN FORCED INTO A PRECONCEIVED DESIGN.

SUMMARY OF AWARDS:

2 FIRST MENTION PLACED 4 FIRST MENTION 26 MENTION 1 HORS CONCOURS
62 NO AWARD 95 TOTAL SUBMITTED.

OKLAHOMA A. & M. COLLEGE: MENTION- G.A.COLE, S.J.LEVEQUE, J.A.LOWER, T.G.WALSH, C.H.PASEUR, W.C.THOMAS.
PRINCETON UNIVERSITY: MENTION- P.S.COLLINS,II, C.L.R.FLORANCE, F.M.FRADLEY, G.HARTMAN, R.B.MIDDLEBROOK, J.C.RITCHIE.
TEXAS TECHNOLOGICAL COLLEGE: MENTION- C.JONES, J.B.WILDE.
UNIVERSITY OF KENTUCKY: MENTION- W.G.BULLOCK
UNIVERSITY OF NOTRE DAME: FIRST MENTION- F.GANTHER,FOURTH PRIZE. MENTION- D.GROSS, B.KANE.
UNIVERSITY OF VIRGINIA: MENTION- G.A.BOCK, R.W.WILLIAMS,JR.
WESTERN RESERVE UNIVERSITY: FIRST MENTION PLACED- F.L.KOUBA, FIRST PRIZE, M.SRNKA, SECOND PRIZE. FIRST MENTION- E.SAGADENCKY, THIRD PRIZE, N.VODANOFF, E.REIMEL. MENTION- A.PAPESH, T.BODE, M.R.IMMORINO, D.LANDIN, J.PORTER, C.PUTZIER, C.RIMER.
UNAFFILIATED: MILWAUKEE, WISC.: HORS CONCOURS- J.LIJESWKI.

INDEX TO REPRODUCTIONS:

CLASS B PROBLEM 2 - WAREHOUSE FOR BUILDING PRODUCTS
JANUARY 29, 1953 UNITED STATES PLYWOOD CORPORATION PRIZES

35. F.L.KOUBA, WESTERN RESERVE UNIVERSITY FIRST MENTION PLACED, 1ST PRIZE
36. M.SRNKA, WESTERN RESERVE UNIVERSITY FIRST MENTION PLACED, 2ND PRIZE
37. E.SAGADENCKY, WESTERN RESERVE UNIVERSITY, FIRST MENTION, 3RD PRIZE
38. F.GANTHER, UNIVERSITY OF NOTRE DAME FIRST MENTION, 4TH PRIZE
39. N.VODANOFF, WESTERN RESERVE UNIVERSITY FIRST MENTION
40. E.REIMEL, WESTERN RESERVE UNIVERSITY FIRST MENTION

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BEAUX-ARTS INSTITUTE OF DESIGN | 1952-1953 SIXTIETH SCHOOL YEAR
DEPARTMENT OF ARCHITECTURE | 115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT JANUARY 27-29, 1953

A GIBBON HOUSE

CLASS C PROBLEM 2
HIRONS ALUMNI PRIZE

AUTHOR—SERGE CHERMAYEFF, Wellfleet, Mass.: received his academic and architectural training in London, Germany, Austria, France and Holland. He received many scholarship honors; he is a Fellow of the Royal Institute of British Architects and holds an Honorary Doctor of Fine Arts from MacMurray College, Illinois. He is also a member of the A.I.A. and CIAM. His experience has been extensive in architecture, planning, industrial design, publicity, research and editorial fields both abroad and in the United States.

The Gibbon is probably the most agile and fast moving of all mammals. Gibbons are happiest in large groups and with plenty of room in which to display their tremendous acrobatic talents, which provide entertainment surpassing the most daring trapeeze act.

The Board of Directors of a large Zoo has commissioned you to design a Gibbon House which will:

I. Enable the Gibbons to
   a) exercise by swinging through the air from perch or hand hold to perch,
   b) to find privacy.

II. Enable the spectators at all times of the year to
   a) view the Gibbons as a group at their acrobatics,
   b) view them at close quarters (without being seen).

Provide the following accommodations:

I. Gibbon enclosure not less than 100 feet long, 30 feet wide, 30 feet high, which shall be shaded in summer and closed and heated in winter.

II. Spectator space for 200, on at least two levels, with clear IN & OUT one-way traffic.

III. Additional space as follows:

1. Keeper's sitting room and office	150 sq. ft.
2. Maintenance room with sinks	150 sq. ft.
3. Gibbon sick bay	150 sq. ft.
4. Food storage room	150 sq. ft.
5. Keeper's lavatory	
6. Spectators' rest rooms for men and women	
7. Heating and air-conditioning plant.	

The site is level, but subsoil conditions make it impractical to excavate for a basement or cellar. Roads and walks may be located as required.

REQUIRED: (Sheet size 31" x 40")

1. Plot plan showing pedestrian and service circulation in the immediate area at 1/32" scale. Show north point.
2. Plan of building at 1/8" scale.
3. Significant section at 1/8" scale.
4. Color perspective of the building showing main entrance.

IT IS REQUESTED THAT EVERY COPY OF THIS PROGRAM OR ANY ADAPTATION OF IT SHALL GIVE A CREDIT LINE TO THE BEAUX-ARTS INSTITUTE OF DESIGN.

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BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

115 EAST 40th ST., NEW YORK 16, N. Y.

1952-1953 SIXTIETH SCHOOL YEAR

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGEMENT ABOUT JANUARY 27-29, 1953

A GIBBON HOUSE

CLASS C PROBLEM 2
HIRONS ALUMNI PRIZE

AUTHOR—SERGE CHERMAYEFF, Wellfleet, Mass.: received his academic and architectural training in London, Germany, Austria, France and Holland. He received many scholarship honors; he is a Fellow of the Royal Institute of British Architects and holds an Honorary Doctor of Fine Arts from MacMurray College, Illinois. He is also a member of the A.I.A. and CIAM. His experience has been extensive in architecture, planning, industrial design, publicity, research and editorial fields both abroad and in the United States.

The Gibbon is probably the most agile and fast moving of all mammals. Gibbons are happiest in large groups and with plenty of room in which to display their tremendous acrobatic talents, which provide entertainment surpassing the most daring trapeeze act.

The Board of Directors of a large Zoo has commissioned you to design a Gibbon House which will:

I. Enable the Gibbons to
   a) exercise by swinging through the air from perch or hand hold to perch,
   b) to find privacy.

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2. Plan of building at 1/8" scale.
3. Significant section at 1/8" scale.
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CLASS C PROBLEM 2

A GIBBON HOUSE
HIRONS ALUMNI PRIZE

AUTHOR - SERGE CHERMAYEFF, WELLFLEET, MASS.

JURY OF AWARD - JANUARY 29, 1953

ALONZO W. CLARK, III
JACQUES L. DELAMARRE
WILLIAM F. ELLIS
JOSEPH JUDGE
EDWIN OLSON
G. FRED POEHLER
CHARLES F. SCHILLINGER
RICHARD BANKS THOMAS
ANTHONY J. VARNAS

SCHOOL REPRESENTATIVE: PAUL GRILLO, UNIVERSITY OF NOTRE DAME

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA A. & M. COLLEGE
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NOTRE DAME
UNAFFILIATED:
PRAIRIE VIEW, ILL.

REPORT OF THE JURY - BY ANTHONY J. VARNAS

JURY: THEY ARE ALL PROFESSIONAL WORKING MEN. AFTER A DAY'S WORK THEY ARE SLIGHTLY TIRED AND CANNOT ALWAYS CONCENTRATE WELL ON PROJECTS THAT ARE DULL AND UNINSPIRING. THE HUMAN ELEMENT.

STUDENTS: LIKE YOUNG FOLK, THEY ARE VERY AMBITIOUS, TRYING ALWAYS TO DO AND TO SHOW MORE THAN THEY KNOW. HERE THE TROUBLE USUALLY STARTED. FOR INSTANCE, ONE FELLOW FROM OKLAHOMA ELEVATED THE JOHNSON GLASS HOUSE IN A LE CORBUSIER MANNER; AND PUT IN A ONE-STORY VESTIBULE IN U.N. SKYSCRAPER STYLE. HE FORGOT THAT JOHNSON, LE CORBUSIER AND THE U.N. ARCHITECTS STARTED WITH CONSTRUCTION, AND CONSTRUCTION DICTATED ARCHITECTURAL FORM.

EVERYTHING THAT IS CREATED FOR BUILDING PURPOSES IS SUPPOSED TO HAVE SLABS (FLOOR AND ROOF), AND FOR SUPPORT OF FLOORS AND ROOFS ARE FOUNCATIONS, WALLS, AND COLUMNS. YOU CAN'T BUILD A BUILDING WITHOUT THESE ELEMENTS. DON'T FORGET THAT EACH OF THEM HAS THICKNESS AND WIDTH, AND IT GROWS AS THE DISTANCE BETWEEN SUPPORTS (COLUMNS OR WALLS) GROWS. A GOOD DESIGN IS LIKE A GOOD JOKE - QUITE SIMPLE, SO THAT EVERYONE MAY UNDERSTAND IT WITHOUT EXPLANATION.

DO IT SIMPLY! DON'T FORGET TO PUT COLUMNS AND CHIMNEYS WHERE THEY ARE SUPPOSED TO BE, AND YOU WILL BE A GOOD DESIGNER.

TEACHERS(SCHOOLS): YOU CAN IMMEDIATELY SEE THE INFLUENCE OF THE TEACHERS ON THE STUDENTS. SOMETIMES IT IS GOOD, BUT IT COULD BE THE OPPOSITE. SOME SCHOOLS, (OKLAHOMA, FOR INSTANDE) TEACH VERY EXCELLENT RENDERING. OTHERS, LIKE KENTUCKY, HAD PLANS THAT WERE MUCH TOO COMPLICATED. NOTRE DAME HAD PRETTY FAIR PLANS.

SOME ART SCHOOLS USE THE WALLPAPER DESIGN TECHNIQUE TO SOLVE ARCHITECTURAL PROBLEMS. THIS, I THINK, IS NOT A VERY HAPPY SOLUTION.

ON THE WHOLE THERE WERE MANY GOOD IDEAS. MUCH TIME HAD BEEN SPENT ON CREATING NICE LIVING CONDITIONS FOR MONKEYS, EVEN THOUGH THE COLUMNS AND CHIMNEYS SHOULD NOT HAVE BEEN FORGOTTEN. (VERY FEW SHOWED COLUMNS AND CHIMNEYS IN PROPER NUMBERS AND POSITIONS.)

NEXT YEAR THE STUDENTS WILL BE MORE EXPERIENCED AND HAVE BIGGER PROBLEMS!

SUMMARY OF AWARDS:

1 FIRST MENTION PLACED 18 MENTION 17 NO AWARD 36 TOTAL SUBMITTED

LAYTON SCHOOL OF ART, MILWAUKEE: MENTION- W.TACKE, D.H.WEIS.
OKLAHOMA A. & M. COLLEGE: FIRST MENTION PLACED- D.D.MINER, HIRONS PRIZE
MENTION- D.L.HIGGINBOTHAM, J.H.JOHNSON, A.K.MONTAGUE.
UNIVERSITY OF KENTUCKY: MENTION- C.MORGAN.
UNIVERSITY OF NOTRE DAME: MENTION- J.BRINCE, L.BROCKWAY, A.CAMPBELL, T.COTLEUR, F.FERGUSON, T.GENOVESE, J.HORNAK, J.KUSKOWSKI, D.MILLER, A.PERCICH, D.SAWINSKI, B.WALLER.

INDEX OF REPRODUCTIONS:

CLASS C PROBLEM 2 - A GIBBON HOUSE - ATELIER HIRONS ALUMNI PRIZE
JANUARY 29, 1953

41. D.D.MINER, OKLAHOMA A. & M. COLLEGE FIRST MENTION PLACED, HIRONS PRIZE

REPRODUCTIONS OF CURRENT PROBLEMS 50 CENTS A PRINT; REPORT 15 CENTS.

BEAUX-ARTS INSTITUTE OF DESIGN | 1952-1953 SIXTIETH SCHOOL YEAR
DEPARTMENT OF ARCHITECTURE | 115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 2 CONSECUTIVE DAYS BETWEEN NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT JANUARY 27-29, 1953

A HELICOPTER STATION

CLASS A SKETCH 2

AUTHOR—EDGARDO CONTINI, Los Angeles, Calif.: was educated in Italy, received an engineering degree from the Royal University of Rome in 1937, following which he was an assistant instructor in housing and city planning at the University of Rome. He became Structural Designer for the Albert Kahn Offices in 1939 and collaborated on the engineering for the Ford Willow Run Bomber Plant and originated the design for the thin shell concrete roof for the Dodge Chicago Plant. In 1947 he started his own Los Angeles practice as a consulting engineer and helped develop a 500 home hillside residential community at Crestwood Hills. Since 1951 he has been a partner in the Victor Gruen, Architect, organization, coordinating the engineering for large projects. Mr. Contini has taught at the California School of Art and has lectured at the University of Southern California.

An airplane trip from Chicago to Detroit takes 55 minutes flying time. It is, however, necessary to spend 45 minutes on a bus to reach the Chicago airport from downtown, and almost one hour to proceed from Willow Run airport to the heart of Detroit. Means to reduce the time loss to and from airports and downtown areas must be devised, and it seems likely that multi-passenger helicopter shuttle service may offer a good solution to the problem.

You have been commissioned to design such a helicopter station for a large midwestern city. Assume that an adequate portion of the airport area has been assigned for the installation of the helicopter terminal. Assume further that the service will be run on a franchise basis by an independent company and that service will be available to passengers from all air lines.

Investigate the relationship of the helicopter station to the main airport terminal, as affected by passenger and luggage transfer, keeping in mind the possibility of severe weather conditions.

There being no precedent for such installation, requirements are to be almost arbitrarily set. Assume helicopter flights at ten-minute intervals and provide waiting accommodations for approximately 150 passengers. Toilet facilities, ticket office, information service, and a small snack bar are to be included.

The helicopter station, more than the airport terminal, will represent the introduction of arriving passengers to the city. In this sense it offers an unequalled opportunity for a design solution which will respond to the tempo and elegance of air transportation, which will recognize the multiplicity of visual perspectives that are inherent in the helicopter's flight characteristics, and which will represent the city for which it is a gateway.

REQUIRED: (Sheet size 22" x 30")

1. Plan of station at 1/8" scale.
2. Cross section which best explains the building at 1/8" scale.
3. One helicopter-eye perspective at as large a scale as possible.

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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

115 EAST 40th ST., NEW YORK 16, N. Y.

1952-1953 SIXTIETH SCHOOL YEAR

EXERCISE ANY 2 CONSECUTIVE DAYS BETWEEN
NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT
JANUARY 27-29, 1953

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CLASS A SKETCH 2

A HELICOPTER STATION

AUTHOR - EDGARDO CONTINI, LOS ANGELES, CALIF.

JURY OF AWARD - JANUARY 29, 1953

ALONZO W. CLARK, III
WILLIAM G. BREGER
RAOUL DUBRUL
HAROLD TATTON
JOHN A. THOMPSON

PARTICIPANTS:

OKLAHOMA A. & M. COLLEGE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY WILLIAM G. BREGER

THE JURY FELT THAT THE CALIBER OF THE WORK WAS QUITE POOR. A PROBLEM AS INVENTIVE AND IMAGINATIVE AS THIS ONE REQUIRES SOME RESEARCH, AND ALTHOUGH THE TIME ALLOTTED WAS LIMITED, EVEN AN ELEMENTARY UNDERSTANDING OF HELICOPTERS WOULD HAVE BEEN MOST HELPFUL. MOST STUDENTS APPROACHED THE PROBLEM SIMPLY AS A TYPICAL URBAN AIRPORT DESIGN. MANY FEATURES NECESSARY FOR AN AIRPORT, SUCH AS SPECIAL CONTROL TOWERS, WERE USED BUT THE JURY WONDERED IF THEY WERE REALLY APPLICABLE HERE. CERTAINLY THEY WOULD BE QUITE CONFUSING IN TERMS OF THE EXISTING TOWER AT THE AIRPORT AND NOT NEEDED IN TERMS OF HELICOPTER OPERATIONS.

SOME OF THE SPECIFIC POINTS OF CRITICISM WERE AS FOLLOWS:

1. SMALL RAISED PLATFORMS WERE SOMETIMES USED FOR HELICOPTER LANDINGS. WHILE HELICOPTERS MAY "LAND ON A DIME" IT WAS FELT THAT THE DESIGNER SHOULD ALLOW GREATER LEEWAY FOR LANDING. PARTICULARLY IN WINDY WEATHER, LANDING ON SMALL RAISED PLATFORMS OR IN SMALL ENCLOSED SPACES WOULD BE DANGEROUS.

2. THE USE OF LONG CORRIDORS OR COVERED PASSAGES LEADING TO THE HELICOPTERS IS QUESTIONABLE. IF LANDINGS WERE PLACED ON BOTH SIDES OF THE CORRIDOR THE DISTANCES COULD HAVE BEEN SHORTENED.

3. VERY LITTLE STUDY WAS GIVEN TO THE HANDLING OF LUGGAGE. WHILE COMPLICATED LEVELS FOR PASSENGERS AND LUGGAGE WERE NOT NEEDED IN TERMS OF STATION'S CAPACITY, THE PILING UP AND MIXING OF LUGGAGE AND PASSENGERS INEVITABLE IN MOST SOLUTIONS, WAS UNDESIRABLE.

4. THE RELATIONSHIP TO THE AIRPORT WAS WORKED OUT IN ONLY A FEW SOLUTIONS. MOST DESIGNS MERELY PLACED THE STATION "OUT THERE" AND LITTLE THOUGHT WAS GIVEN TO PASSENGER AND LUGGAGE TRANSFER IN SEVERE WEATHER CONDITIONS.

THE JURY, MINDFUL OF THE DIFFICULT NATURE OF THE PROBLEM, ACKNOWLEDGED MANY OF THE AESTHETIC PATTERNS EXPRESSED AS CERTAINLY IMAGINATIVE, BUT FELT THAT AESTHETIC PATTERNS NOT BASED ON A COMPREHENSION OF FUNCTION IS POOR ARCHITECTURE.

SUMMARY OF AWARDS

1 MENTION 9 HALF MENTION 29 NO AWARD 39 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: HALF MENTION- F.L.MCKINLEY
PRINCETON UNIVERSITY: MENTION- B.F.ROMANOWITZ. HALF MENTION- A.F.BECKUM,JR.
D.P.C.CHANG, J.COLLIER, T.N.PAPACHRISTOU, J.H.RUDOLPH
TEXAS TECHNOLOGICAL COLLEGE: HALF MENTION- R.E.WALTERS.
UNIVERSITY OF NOTRE DAME: HALF MENTION- B.FARMER, B.MEHOFF.

INDEX OF REPRODUCTIONS:

CLASS A SKETCH 2 - A HELICOPTER STATION
JANUARY 29, 1953

42. B.F.ROMANOWITZ, PRINCETON UNIVERSITY MENTION

REPRODUCTIONS OF CURRENT WORK 50 CENTS A PRINT; 15 CENTS A REPORT.

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1952-1953 SIXTIETH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 2 CONSECUTIVE DAYS BETWEEN NOVEMBER 10, 1952 AND JANUARY 9, 1953

JUDGMENT ABOUT JANUARY 27-29, 1953

A PEDESTRIAN OVERPASS

CLASS B SKETCH 2

AUTHOR—FRED N. SEVERUD, New York, N. Y.: obtained his C.E. degree from the Norwegian Institute of Technology in 1923. In 1924 he was consulting engineer for James B. French. In 1928 he was in partnership with Ruderman and Severud; in 1931 engaged in independent practice and in 1950 became senior partner of Severud-Elstad-Krueger. Mr. Severud has lectured in the leading eastern universities; is the author of numerous articles for architectural and engineering magazines and co-author of two books. He was awarded the Frank P. Brown Medal by the Franklin Institute for engineering accomplishments in the field of building construction, and was decorated by the Government of Norway for help in reconstruction after occupation. His practice as consulting engineer includes hospitals, research laboratories, airports, housing, industrial buildings, television, marine construction.

A public housing development consisting of ten 12-story buildings, with a population of 3,500 has been built across a major highway from a park which is more extensive than shown on the attached plot plan. A 3-story, twelve room high school is planned as shown, separated from the housing development by a side street. Safe pedestrian access to these three elements is needed. Perambulator traffic must be accommodated between the park and the housing development. The park will contain a playing field to be used by the school.

Landscaping and tentative paths within the fenced in corner areas of the housing development and of the school grounds, and possibly from the overpass or overpasses to the park promenade shall be indicated. No direct access to the highway or street sidewalks shall be provided. The land in the area is substantially level. A minimum clearance of 10'6" is required to the bottom of any construction between the curbs of the highway or side street. Support can be provided within the 3 foot division strip of the highway, if desired. Construction should be of incombustible materials, but need not be fireproof.

This problem provides the opportunity for solutions of high architectural and engineering caliber. While it is hoped that stimulating and imaginative designs will be found, they should be realistic and not extravagant, costwise.

REQUIRED: (Sheet size 22" x 30")

1. Plan of overpass or overpasses at the scale of 1/16" to the foot.
2. Two elevations at 1/16" to the foot.
3. Cross section at the scale of 1/16" to the foot.
4. Perspective which best explains the design at as large a scale as possible.

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WATERFRONT
N
PARK
AND
PLAYING FIELD
260'
GRASS, TREES & PATHS
PARK PROMENADE
22'
FENCE = 6' HIGH
SIDEWALK
8'
3 LANES NORTH-BOUND
27'
DIVISION STRIP
3'
3 LANES SOUTH-BOUND
27'
SIDEWALK
12'
GRASS, TREES & PATHS
PLAY GROUND
8'
FENCE = 6' HIGH
SIDE STREET
FENCE = 6' HIGH
72'
SCHOOL
A
APARTMENTS
100'
6'
36'
6'
12'
S

CLASS B SKETCH 2 — A PEDESTRIAN OVERPASS

AUTHOR - FRED N. SEVERUD, NEW YORK, N.Y.

JURY OF AWARD - JANUARY 29, 1953

GIORGIO CAVAGLIERI SIDNEY L. KATZ WILLIS N. MILLS
JOHN P. JANSSON J. STANLEY SHARP

PARTICIPANTS:

OKLAHOMA A. & M. COLLEGE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNAFFILIATED: PRAIRIE VIEW, ILL.

REPORT OF THE JURY - BY J. STANLEY SHARP

THIS INTERESTING AND TIMELY PROGRAM PRODUCED RATHER POOR RESULTS. THE DEVELOPMENT OF THE PROBLEM AND NOT THE OVERPASS PROVED TO BE THE MOST PEDESTRIAN FEATURE OF THE SKETCHES SUBMITTED. A REVIEW OF THEM CONFIRMED THE JURY'S DECISION THAT THE SKETCHES WHICH PLACED THE HIGHWAY OVERPASS TO ONE SIDE OF THE INTERSECTIING SIDE STREET AND CREATED A SECONDARY BRIDGE FOR THIS SIDE, WERE THE MOST PRACTICAL AND PLEASING IN THEIR APPROACH TO THE PROBLEM.

F. M. FRADLEY, PRINCETON UNIVERSITY WAS GIVEN A MENTION FOR THE MOST FORCEFUL PLAN SOLUTIONPLUS A WELL PRESENTED STRUCTURAL SOLUTION. THE JURY DID NOT SEE THE NEED FOR THE TWO MEANS OF APPROACH AT THE PARK END.

O.B.GOLDESBERRY, OKLAHOMA A. & M. COLLEGE AND D.SAWINSKI OF THE UNIVERSITY OF NOTRE DAME, EACH AWARDED A HALF MENTION, HAD THE SAME GENERAL SCHEME AS FRADLEY, AND ALTHOUGH PRACTICAL IN CONCEPT WERE NEITHER AS IMAGINATIVE NOR AS WELL DRAWN.

THE SUBMISSION OF G.A.COLE, OKLAHOMA A. & M. COLLEGE AWARDED A HALF MENTION, WAS THE ONLY ENTRY TO RECEIVE AN AWARD IN WHICH THE MAIN SPAN CROSSED PARALLEL TO THE STREET. THIS SOLUTION WAS THOUGHT BY MOST JURORS TO BE CONFUSING AND TENDED TO COMPLICATE THE STRUCTURAL PROBLEMS, THEREBY ADDING UNREASONABLY TO THE COST WITHOUT ANY APPARENT GAIN IN FUNCTION OR BEAUTY. HOWEVER, THE JURY FELT THAT IT WAS WORTHY OF COMMENDATION SINCE IT WAS A GOOD SKETCH AND OFFERED A POSSIBLE, IF NOT NECESSARILY AN ECONOMICAL SOLUTION.

SUMMARY OF AWARDS:

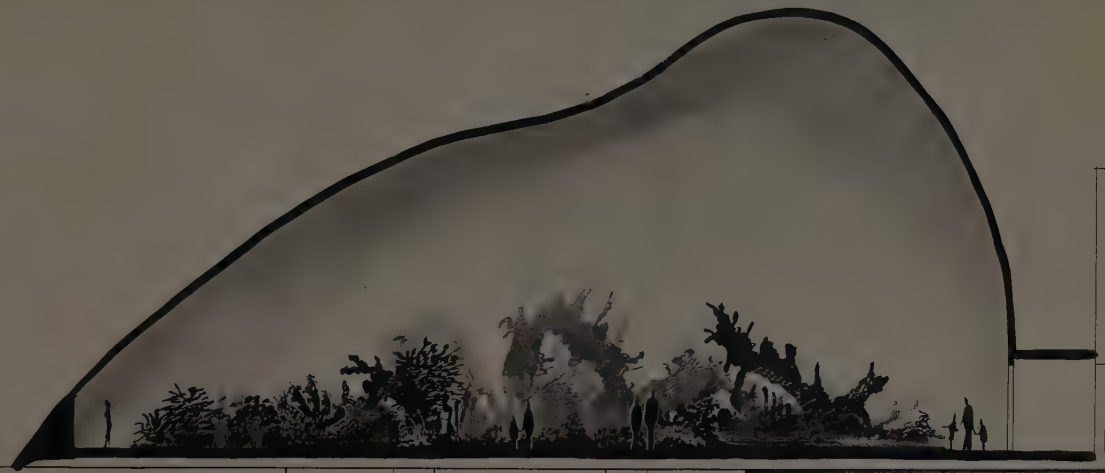
1 MENTION 3 HALF MENTION 43 NO AWARD 47 TOTAL SUBMITTED

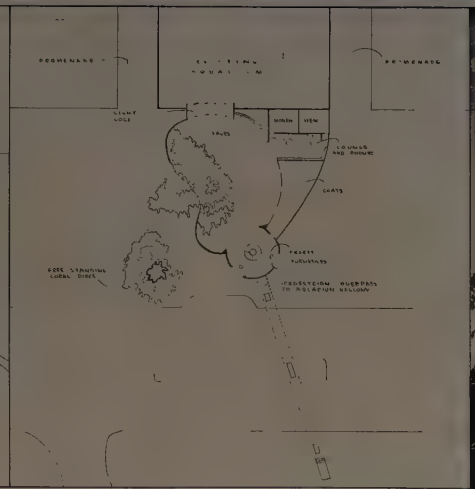
OKLAHOMA A. & M. COLLEGE: HALF MENTION- G.A.COLE, O.B.GOLDESBERRY
PRINCETON UNIVERSITY: MENTION- F.M.FRADLEY
UNIVERSITY OF NOTRE DAME: HALF MENTION- D.SAWINSKI.

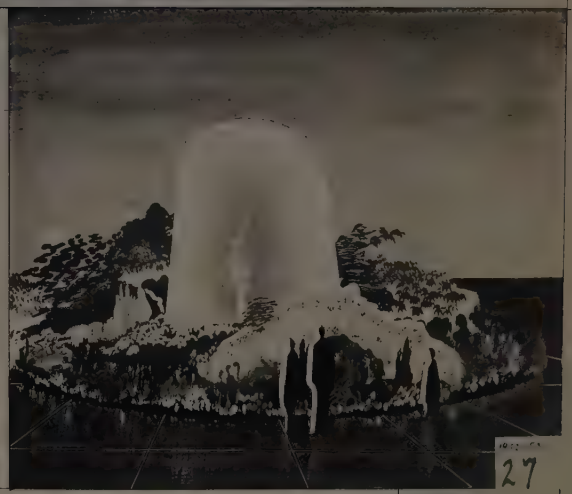
INDEX OF REPRODUCTIONS:

CLASS B SKETCH 2 - A PEDESTRIAN OVERPASS
JANUARY 29, 1953

43. F.M.FRADLEY, PRINCETON UNIVERSITY MENTION



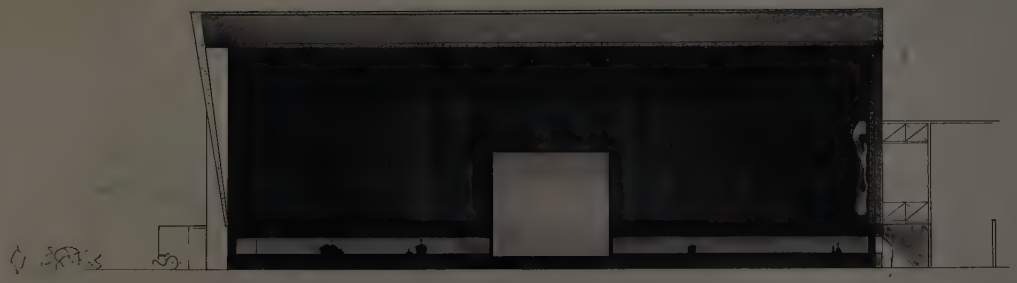




27

EMERSON PRIZE

EMERSON PRIZE



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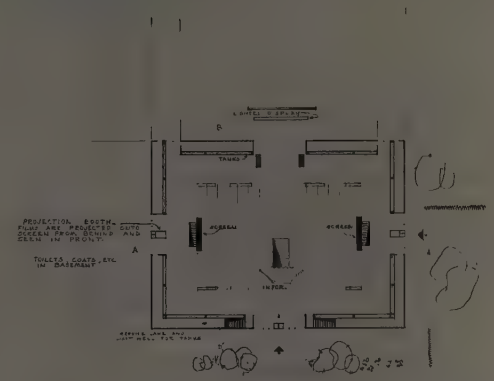
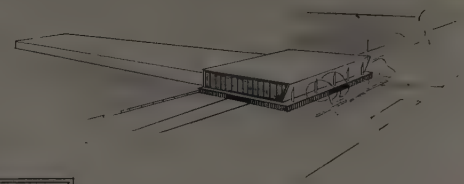
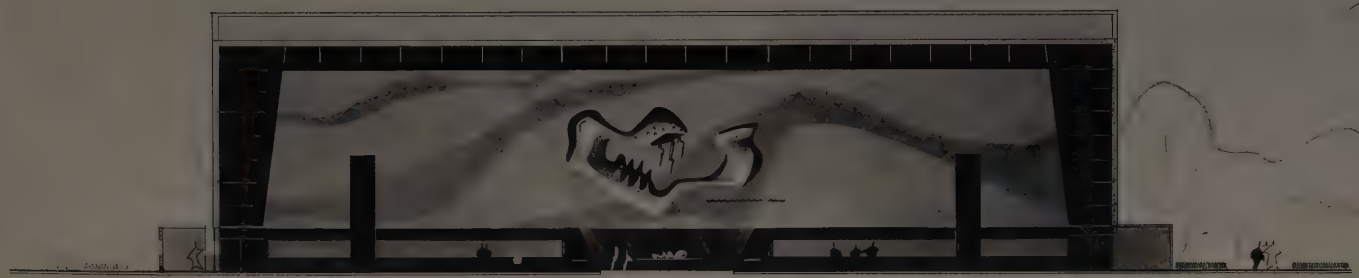
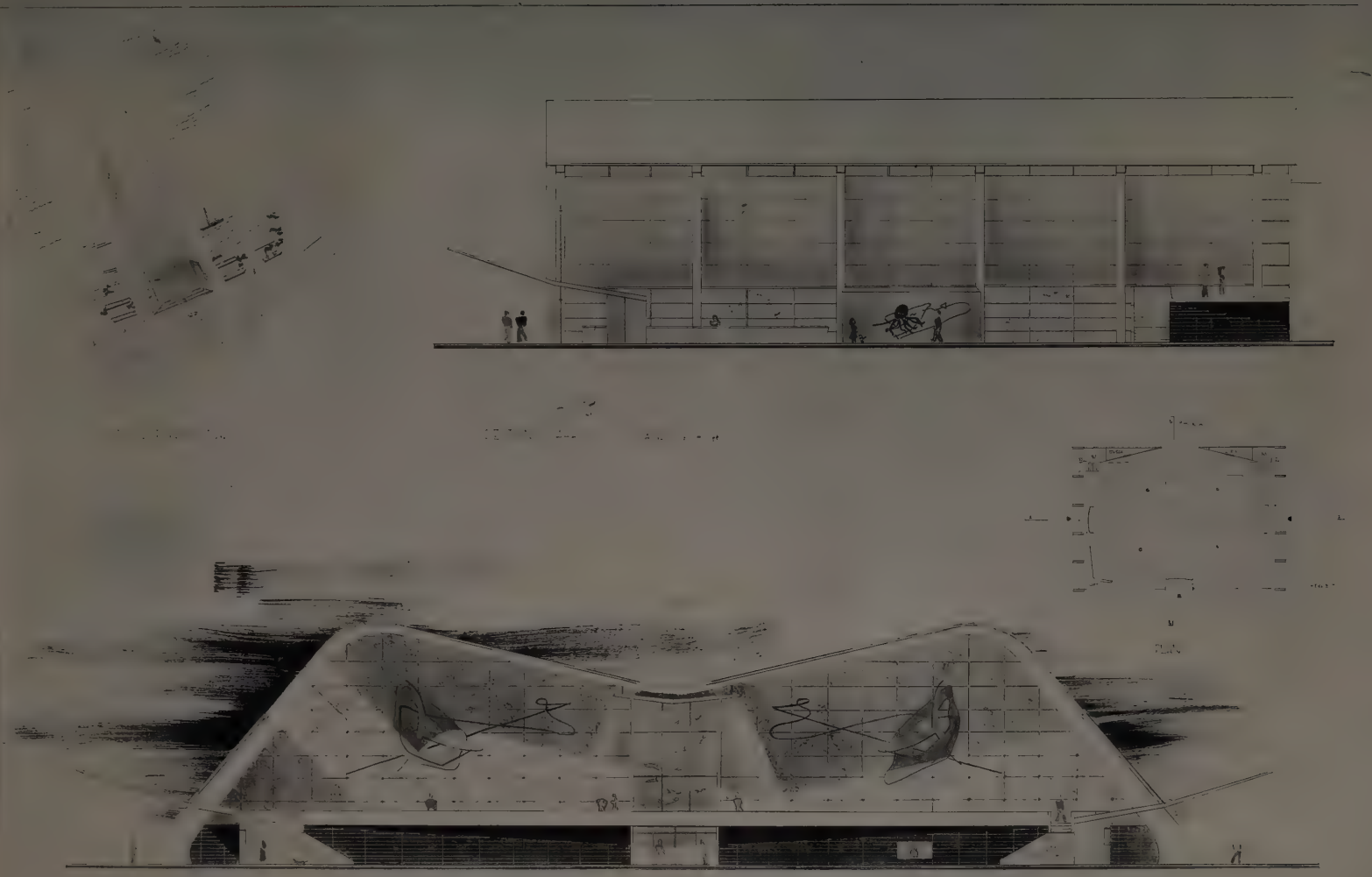


PLAN

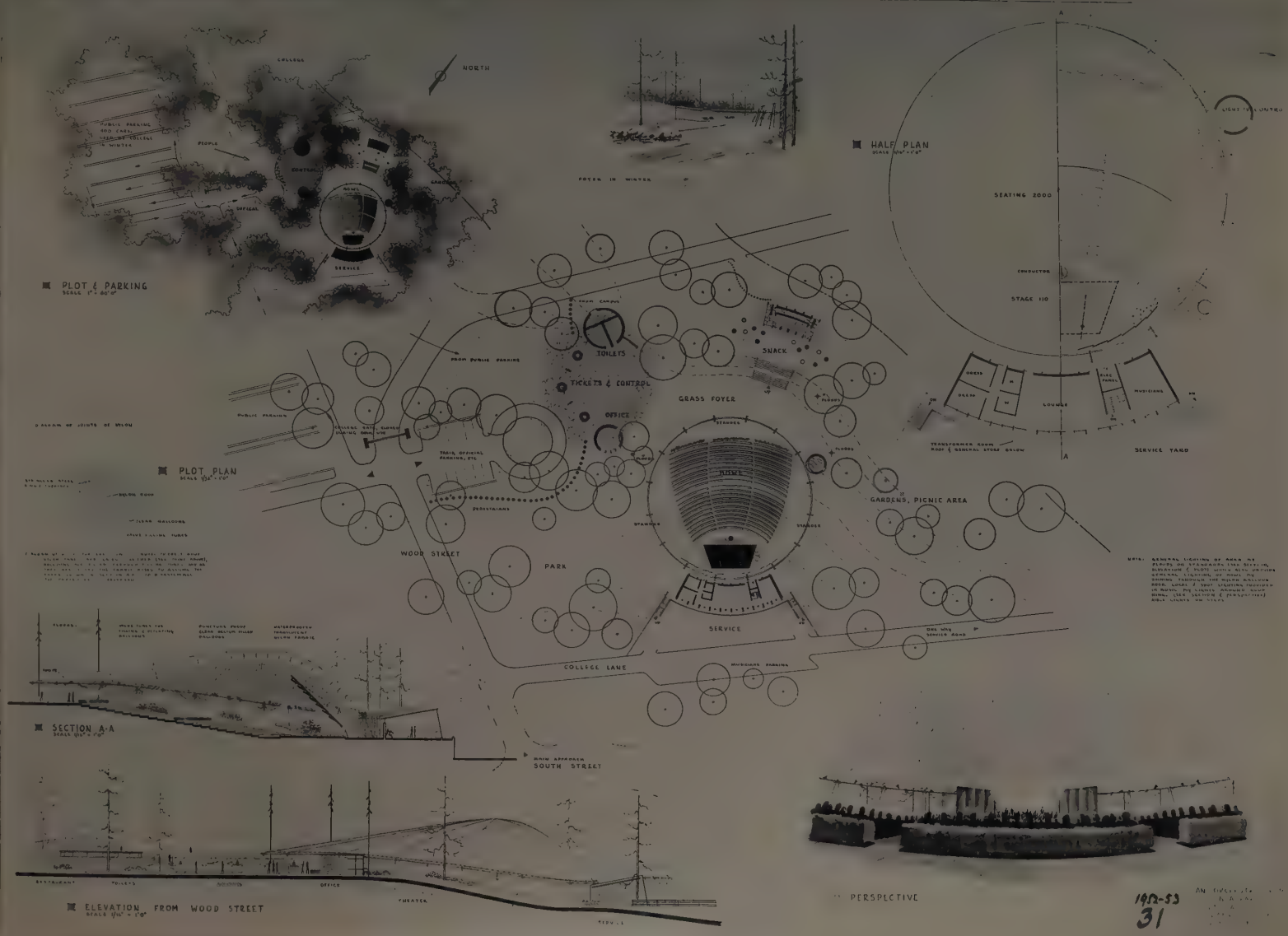


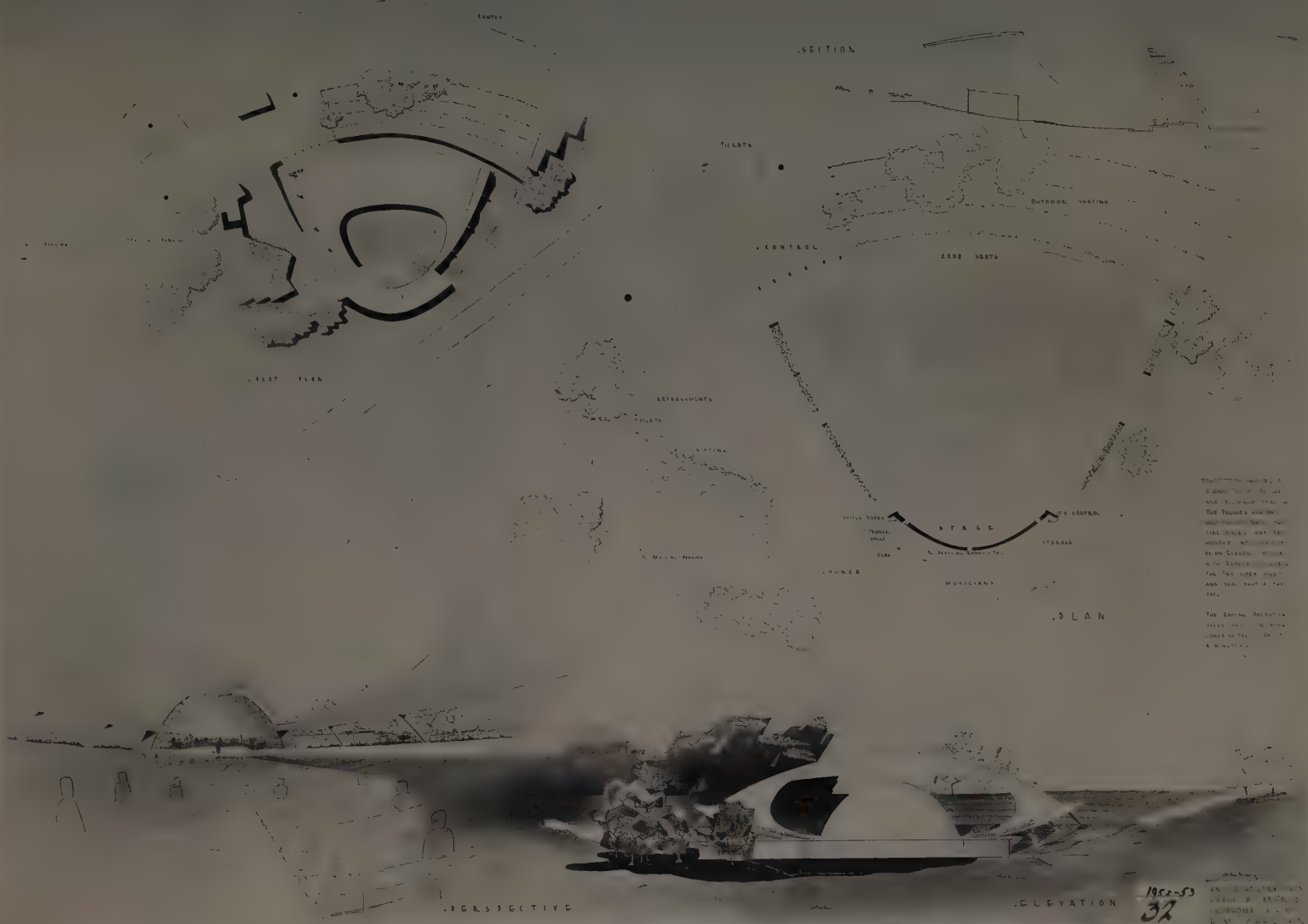


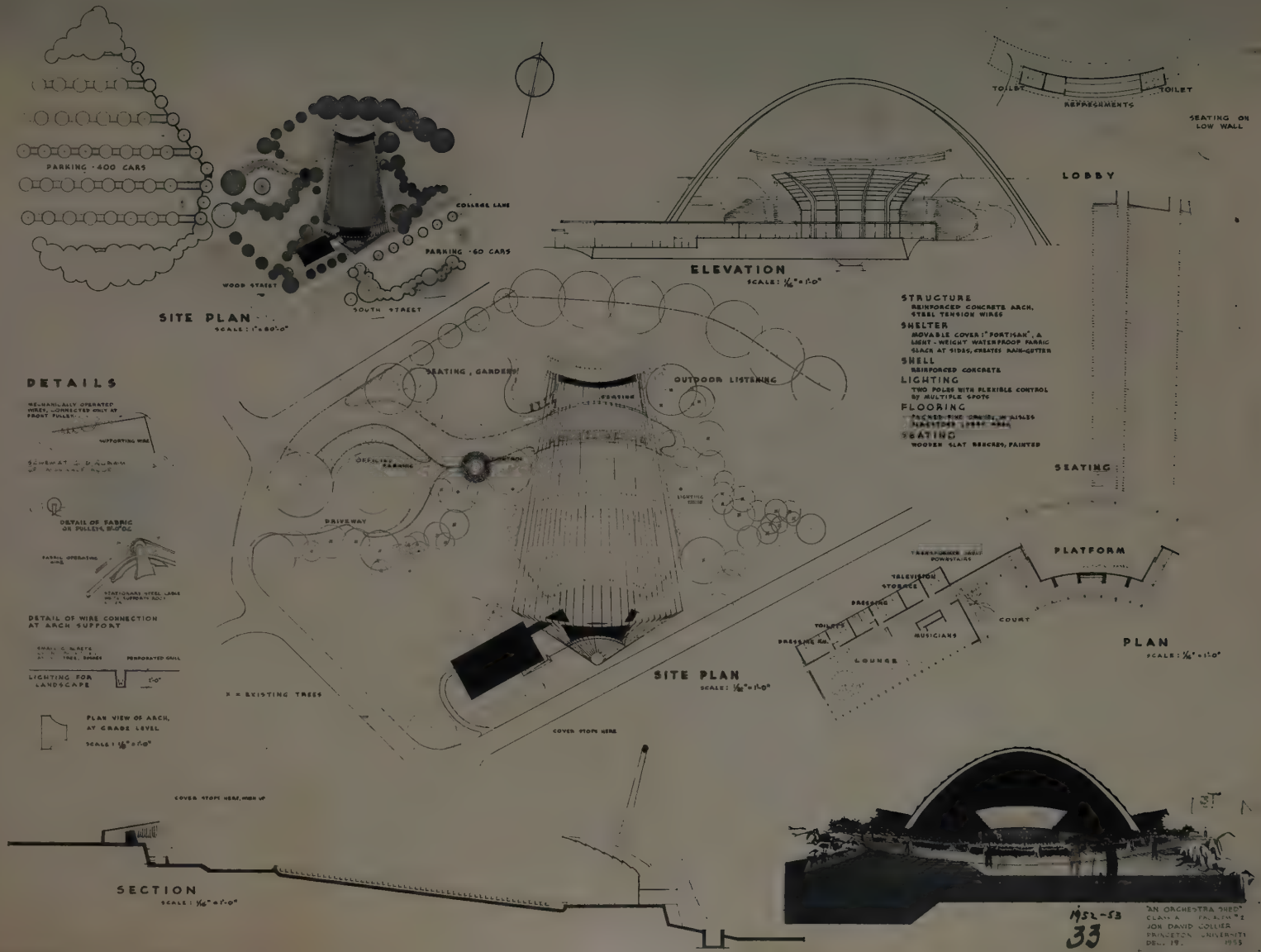
1952-53
28

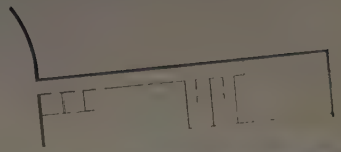


WEST ELEVATION
SEATING FOR 2000
REPRESENTATION AREA
WOMEN'S TOILET
MEN'S TOILET
1952-53
30
CLASS A PROP.
AN ORCHESTRA SHED


NORTH
PLOT & PARKING
HALF PLAN
SEATING 2000
STAGE 110
SERVICE YARD
TOILETS
TICKETS & CONTROL
OFFICE
SNACK
GRASS FOYER
GARDENS, PICNIC AREA
PLOT PLAN
WOOD STREET
PARK
SERVICE
COLLEGE LANE
SECTION A-A
SOUTH STREET
ELEVATION FROM WOOD STREET
PERSPECTIVE
1952-53
31


SECTION
TICKETS
OUTDOOR SEATING
CONTROL
2000 SEATS
PLOT PLAN
REFRESHMENTS
STAGE
TV CONTROL
STORAGE
MUSICIANS
PLAN
PERSPECTIVE
ELEVATION
1952-53
32

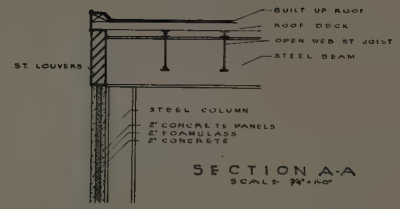

PARKING · 400 CARS
COLLEGE LANE
PARKING · 60 CARS
WOOD STREET
SOUTH STREET
SITE PLAN
SCALE: 1" = 80'-0"
ELEVATION
SCALE: 1/16" = 1'-0"
TOILET
REFRESHMENTS
TOILET
SEATING ON LOW WALL
LOBBY
SEATING
STRUCTURE
REINFORCED CONCRETE ARCH, STEEL TENSION WIRES
SHELTER
MOVABLE COVER: "PORTISAN", A LIGHT-WEIGHT WATERPROOF FABRIC SLACK AT SIDES, CREATES RAIN-GUTTER
SHELL
REINFORCED CONCRETE
LIGHTING
TWO POLES WITH FLEXIBLE CONTROL BY MULTIPLE SPOTS
FLOORING
SEATING
WOODEN SLAT BENCHES, PAINTED
DETAILS
MECHANICALLY OPERATED WIRES, CONNECTED ONLY AT FRONT PULLEY
SUPPORTING WIRE
DETAIL OF FABRIC ON PULLEYS
FABRIC OPERATING WIRE
STATIONARY STEEL LADLE WITH SUPPORTS ROCK
DETAIL OF WIRE CONNECTION AT ARCH SUPPORT
PERFORATED GRILL
LIGHTING FOR LANDSCAPE
1'-0"
PLAN VIEW OF ARCH, AT GRADE LEVEL
SCALE: 1/8" = 1'-0"
SEATING, GARDENS
OUTDOOR LISTENING
SEATING
OFFICIAL PARKING
CONTROL
DRIVEWAY
LIGHTING
X = EXISTING TREES
SITE PLAN
SCALE: 1/32" = 1'-0"
COVER STOPS HERE
PLATFORM
TRANSFORMER VAULT
DOWNSTAIRS
TELEVISION
STORAGE
DRESSING
TOILETS
DRESSING RM.
MUSICIANS
COURT
LOUNGE
PLAN
SCALE: 1/16" = 1'-0"
COVER STOPS HERE, HIGH UP
SECTION
SCALE: 1/16" = 1'-0"
1952-53
33
"AN ORCHESTRA SHED"
CLASS A PALADIUM #2
JON DAVID COLLIER
PRINCETON UNIVERSITY
DEC. 19. 1953



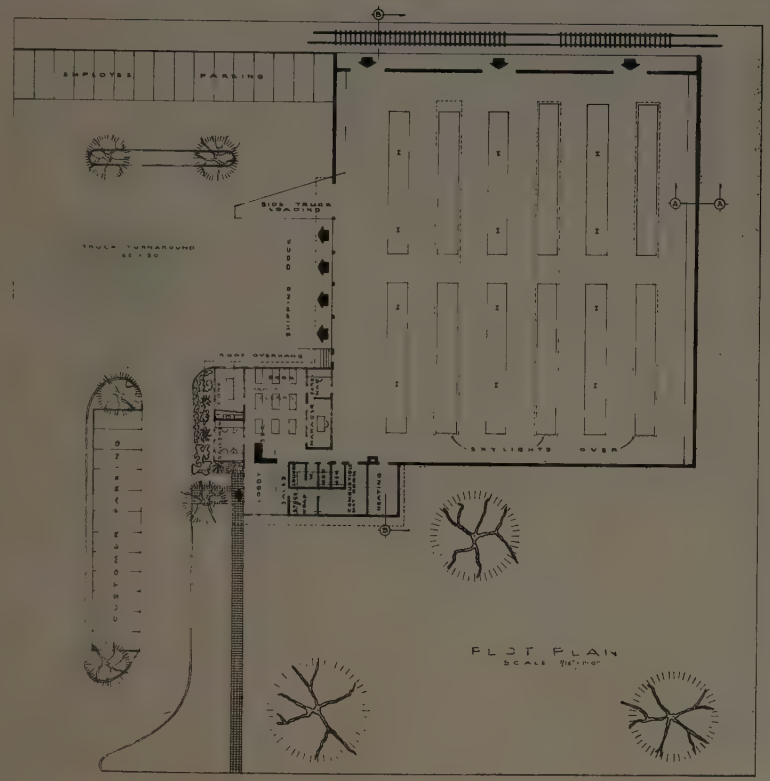
1452-59
34

SECTION B-B
SCALE 1/8"=1'-0"

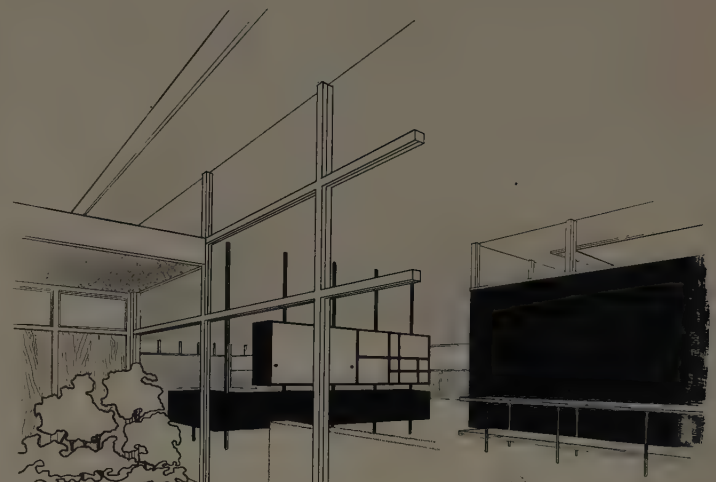
FRONT ELEVATION
SCALE 1/8"=1'-0"



SECTION A-A
SCALE 3/4"=1'-0"



FLOOR PLAN
SCALE 1/16"=1'-0"

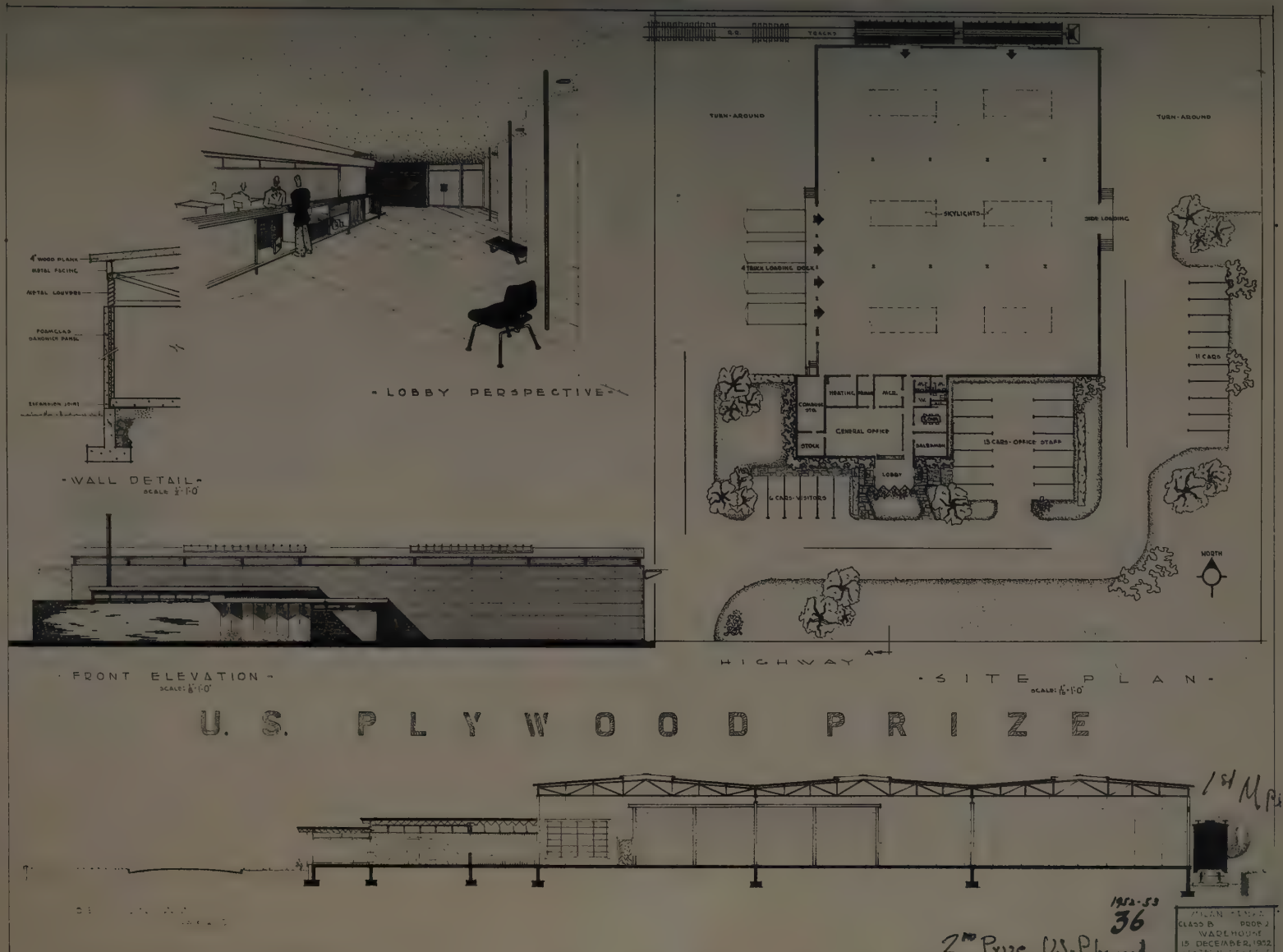


LOBBY PERSPECTIVE

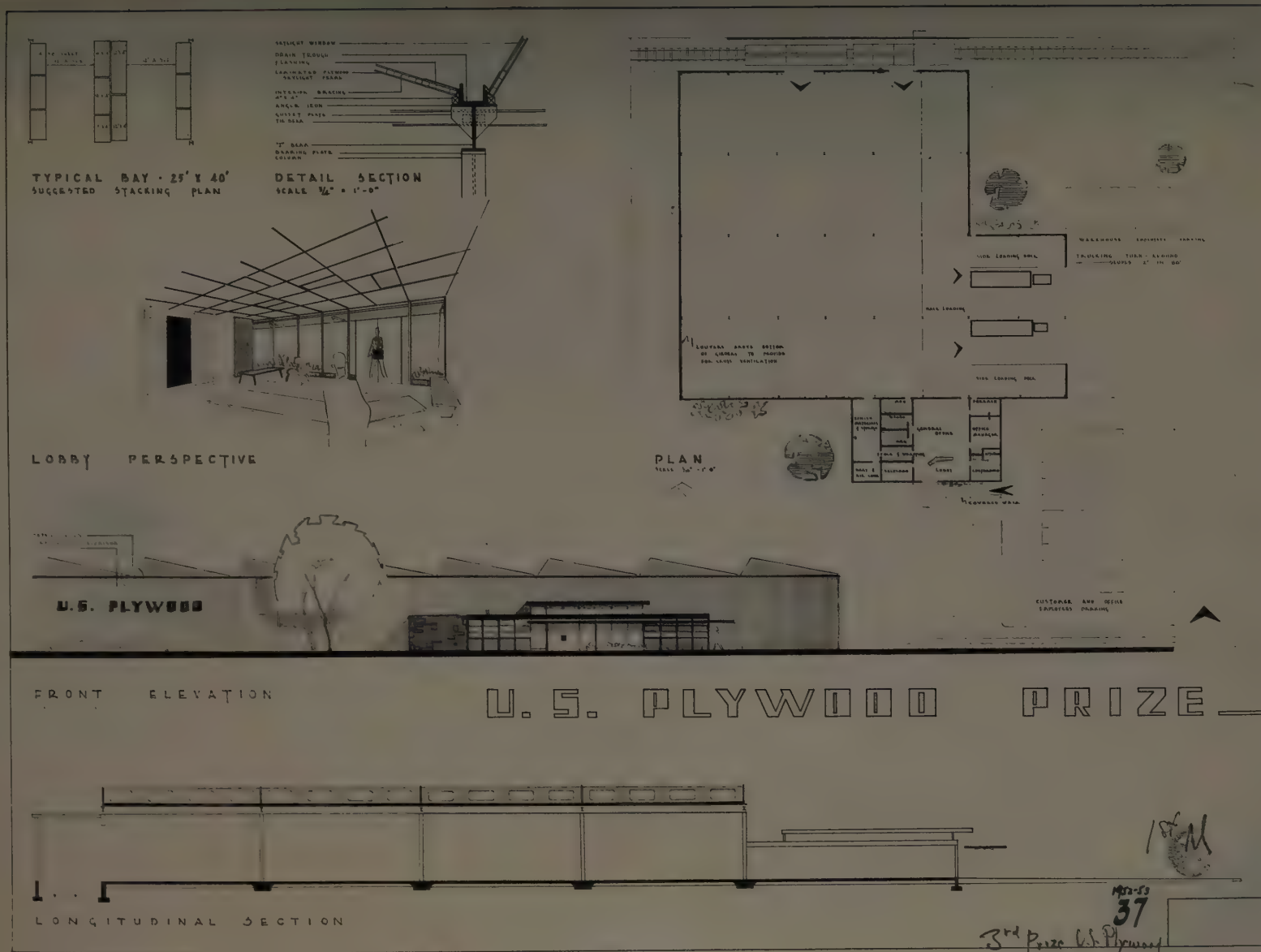
1st Prize U.S. Plywood

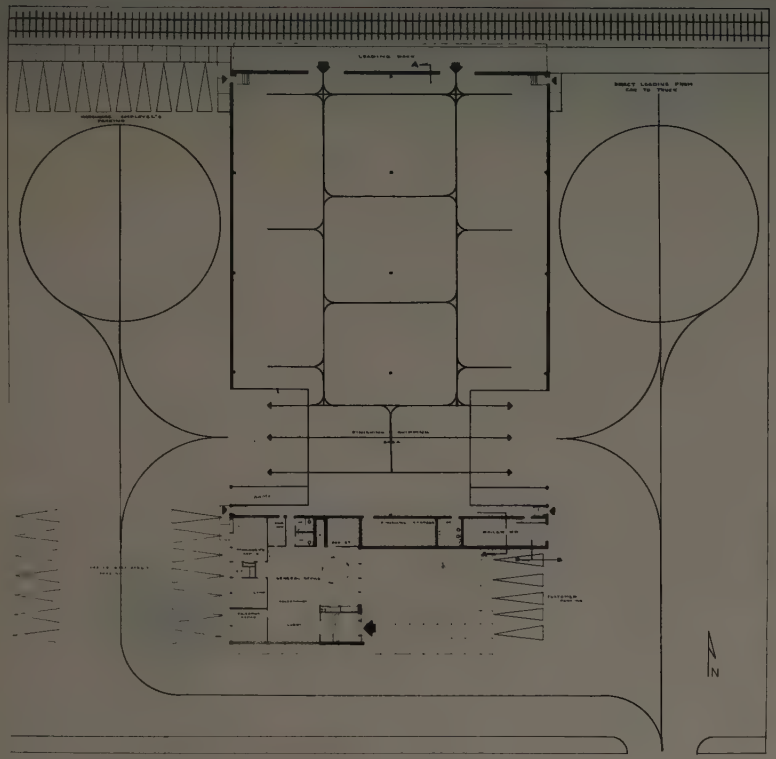
1st Hpl.

1952-53
35



4" WOOD PLANK
METAL FACING
METAL LOUVERS
FOAMGLAS DANDWICH PANEL
EXPANSION JOINT
- WALL DETAIL -
SCALE: 1/2"=1'-0"
- LOBBY PERSPECTIVE -
R.R.
TRACKS
TURN-AROUND
TURN-AROUND
SKYLIGHTS
SIDE LOADING
4 TRUCK LOADING DOCK
11 CARS
COMBUSTIBLE STR.
HEATING
MCR.
GENERAL OFFICE
STOCK
SALESMAN
13 CARS - OFFICE STAFF
LOBBY
6 CARS - VISITORS
NORTH
HIGHWAY
- FRONT ELEVATION -
SCALE: 1/8"=1'-0"
- SITE PLAN -
SCALE: 1/16"=1'-0"
U. S. PLYWOOD PRIZE
1st Mpl
1952-53
36
2nd Prize U.S. Plywood
CLASS B PROB 2
WAREHOUSE
15 DECEMBER, 1952


TYPICAL BAY · 25' X 40'
SUGGESTED STACKING PLAN
DETAIL SECTION
SCALE 3/4" = 1'-0"
LOBBY PERSPECTIVE
PLAN
U.S. PLYWOOD
FRONT ELEVATION
U. S. PLYWOOD PRIZE
LONGITUDINAL SECTION
1st M
1952-53
37
3rd Prize U.S. Plywood

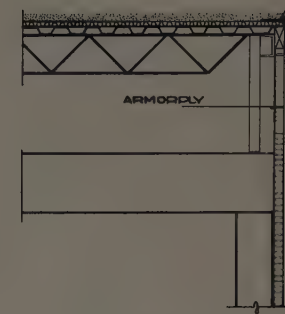


PLAN
SCALE — 1/8" = 1'-0"
● CIRCULATION OF MATERIALS
● TRUCK ROUTE

FRONT ELEVATION
SCALE — 1/8" = 1'-0"

ELEVATIONS OF THE GENERAL OFFICE
SCALE 1/8" = 1'-0"

PRODUTS
OF
U.S. PLYWOOD CORPORATION



SECTION B-B
SCALE 1" = 1'-0"

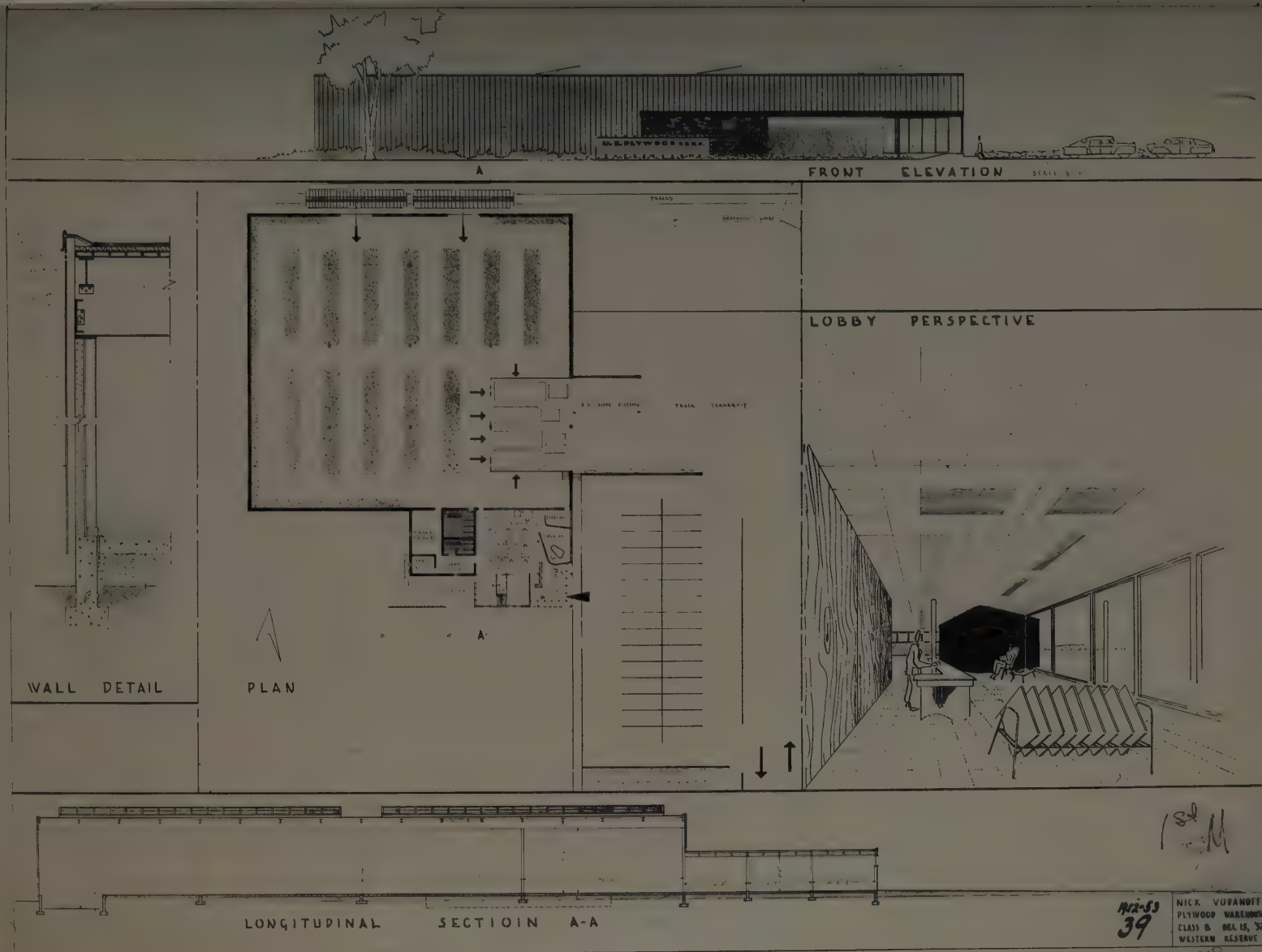
LONGITUDINAL SECTION
SCALE — 1/8" = 1'-0"

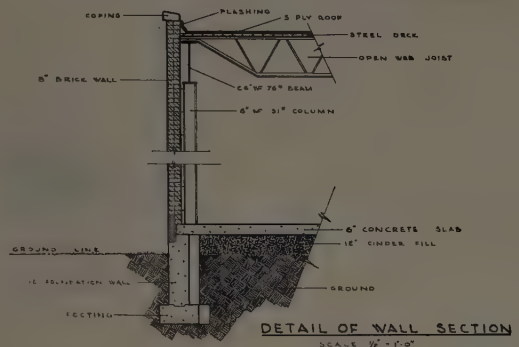
1st M

1952-53
38

FRED GANTHER
"B" DEC 18, '52
U.S.R.C. WAREHOUSE

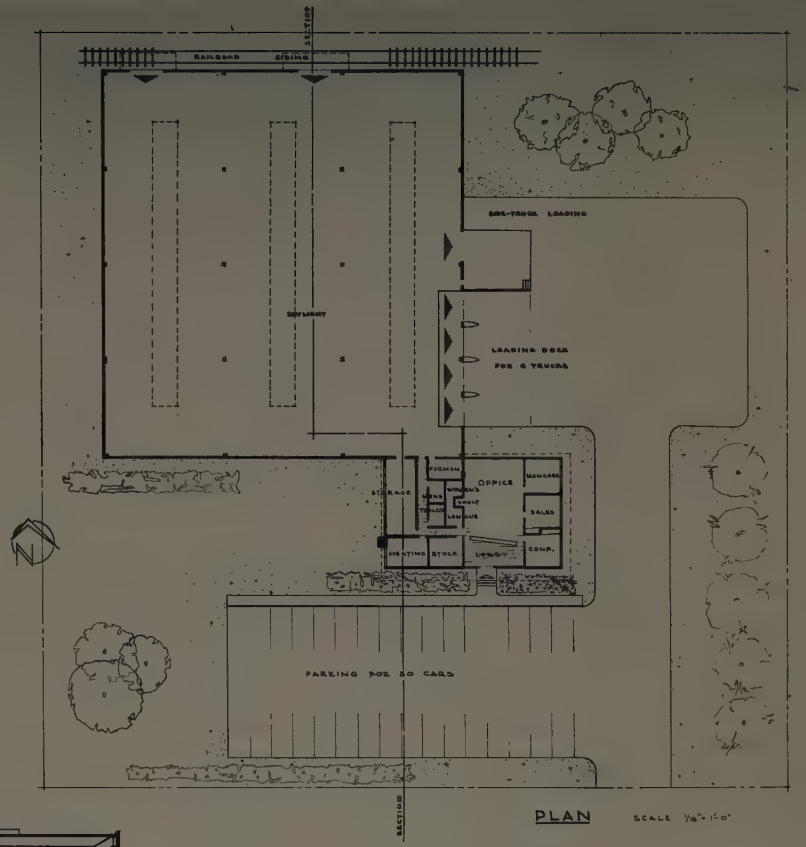
4th Prize U.S. Plywood


FRONT ELEVATION
A
LOBBY PERSPECTIVE
WALL DETAIL
PLAN
A
LONGITUDINAL SECTIOIN A-A
1st M
1952-53
39
NICK VODANOFF
PLYWOOD WAREHOUSE
CLASS B DEC. 15, '52
WESTERN RESERVE



DETAIL OF WALL SECTION

SCALE 1/8" = 1'-0"

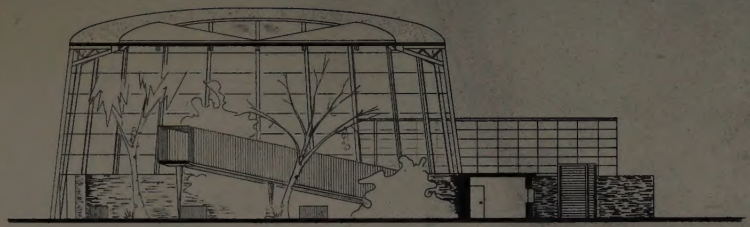


PLAN

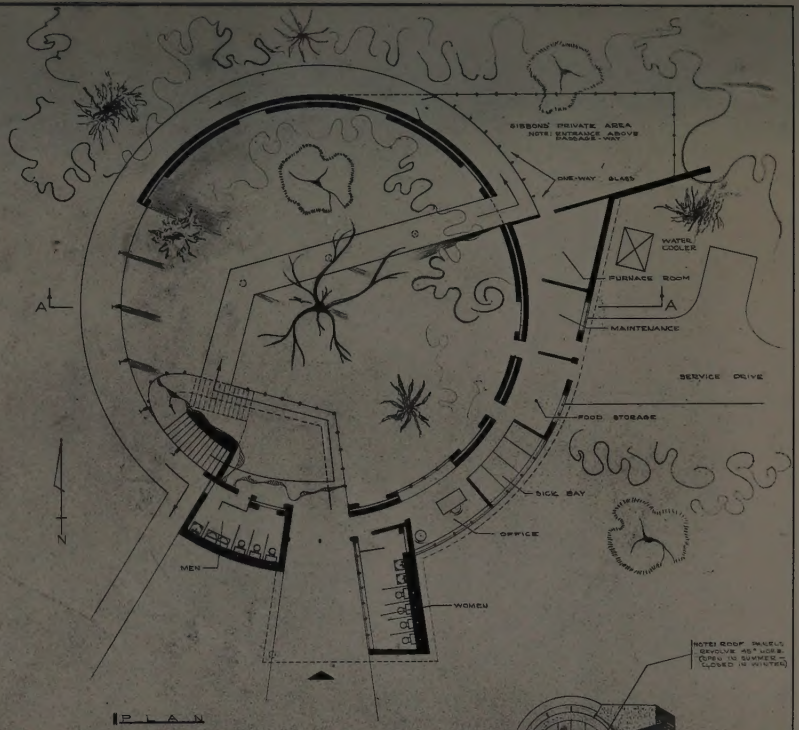
SCALE 1/16" = 1'-0"

1952-53
40

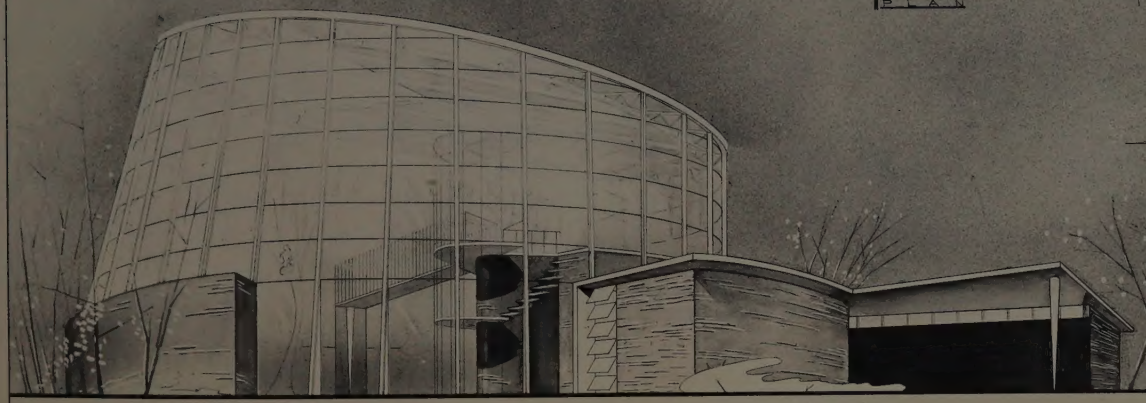
E. L. REIMEL
CLASS B, PROB. 2
DEC. 15, 1952
WESTERN RESERVE

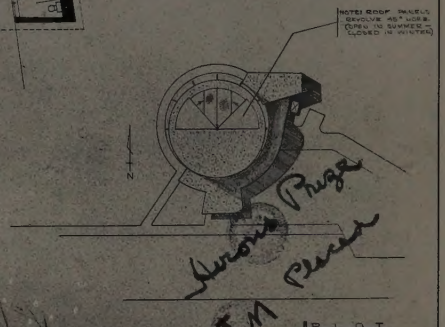


SECTION A-A



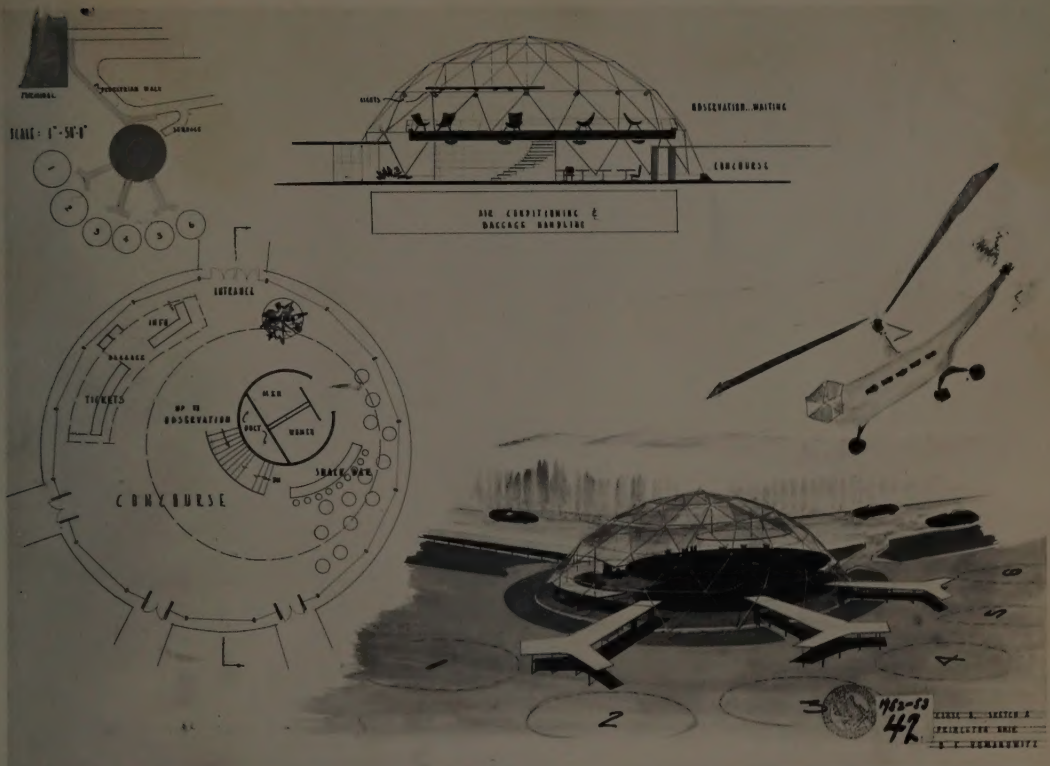
PLAN

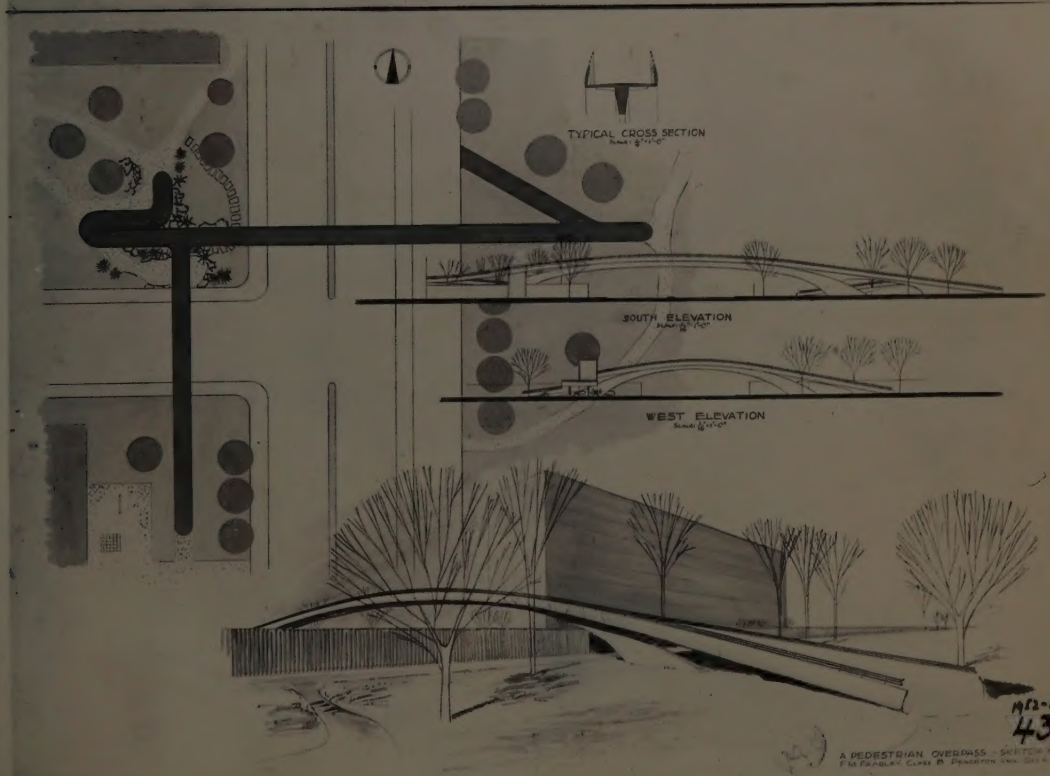




PLOT

1952-53
41


PERIMETER WALK
SCALE: 1"=50'-0"
SERVICE
LIGHTS
OBSERVATION...WAITING
CONCOURSE
AIR CONDITIONING &
BAGGAGE HANDLING
ENTRANCE
INFO
BAGGAGE
TICKETS
UP TO
OBSERVATION
MEN
DUCT
WOMEN
SNACK BAR
CONCOURSE
1952-53
42


TYPICAL CROSS SECTION
SOUTH ELEVATION
WEST ELEVATION
1952-53
43
A PEDESTRIAN OVERPASS